

# MANUFACTURERS' RECORD.

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## Manufacturers' Record.

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BALTIMORE, JUNE 9, 1899.

### The South's Unmatched Advantages for Basic-Steel Making.

Elsewhere in this issue we publish a letter on the general iron and steel outlook from Hon. Abram S. Hewitt. In a letter to the editor of the Manufacturers' Record, in reply to a special inquiry as to his views on the South's iron-making possibilities, Mr. Hewitt says:

In a general letter intended to give a comprehensive view of the condition of the iron business, I do not think it proper to pick out any portion of the country as particularly promising for future expansion. I have no hesitation, however, in saying that the resources possessed by this country are so distributed as to make a successful and profitable iron industry in every portion of the land where coal is accessible or shall be made so at a reasonable cost, by which I mean a cost as low as fuel can be had in any other portion of the world. Wherever there is iron ore in large quantities, whether it be suitable for acid or basic steel, an extensive and profitable business will grow up, provided the supply of fuel is attainable at a moderate cost. The extraordinary cheapness of ore in the Lake Superior region enables it to meet the coal of Pennsylvania and West Virginia under favorable conditions at many points on the lakes, while in the South the extensive deposits of ores containing phosphorus constitute a natural foundation upon which to build up the manufacture of basic steel. The conditions favorable for this result exist in Virginia, Tennessee and Alabama. Already the beginning has been made, and I think it is safe to predict that the main supply of basic steel will in the next quarter of a century be derived from the States south of the Potomac river. They have every facility for export, and nowhere else in the world, so far as I know, can the production of basic steel be established on a large scale so economically as in the South.

With this letter I send you a copy of a speech which I delivered in Congress upon the subject of the Mexican reciprocity treaty, in which you will find the future of the iron business in the South very distinctly predicted and the extraordinary development of our export trade clearly asserted as the inevitable result of conditions which at that time (1885) were beginning to be apparent.

The American Manufacturer of Pittsburg, in discussing the iron situation, says:

The scarcity of pig iron is the uppermost subject. It is accounted for by the lateness in opening of lake navigation for ore and the enormous demand. Recent utterances of iron-ore mining experts have been published to the effect that a scarcity of Superior ore can be anticipated at the rate which it is being mined, unless new bodies are discovered. Explorations in the mining regions are being carried on as never before,

and many properties that have been abandoned are being opened and worked.

If time demonstrates the correctness of the assertions that lake ores are becoming scarce, there will be no more \$10 pig iron in this country.

### Continued Activity and Prosperity of German Iron Interests.

The iron and steel interests of Germany have for the last three or four years been enjoying such a period of prosperity as we are now having in the United States. Their production has been pushed to the utmost limit, and yet the demand has exceeded the supply, with a constant enlargement of new and old enterprises. The Iron and Coal Trades Review of London, in discussing these conditions, calls attention to the fact that the Germans were the first among the iron-making countries to discover the advantages of what is called "natural markets." Until a few years ago the five groups or territorial divisions of the German iron industry were accustomed to compete vigorously with each other, more or less regardless of geographical boundaries, until many manufacturers found that they were carrying on business without any profit, and that they suffered more from the encroachments from rivals in their "natural markets" than they gained or were likely to gain by invading the "natural markets" of others. In short, it was found that the producer all over the country was wasting his resources for the benefit of the consumer. Under these conditions the various groups came together and made an agreement that none of them would enter or compete with the "natural markets" of the other. Each group thenceforth limited its operations in the home trade to its own field and looked to the foreign market to take its surplus. The result was, so the Iron and Coal Trades Review says—

A most wonderful effect in the development of foreign trade. The bulk of the works, being shut out from home markets that were not deemed their own special fields, devoted themselves with ardor and enterprise to find outlets abroad. The result has been an expansion of foreign business that is truly remarkable. \* \* \* Today the two divisions of the empire strictly adhere to an agreement which secures to each its own "natural markets," and the result has been a large and rapid expansion of supplies at considerably better prices than could ordinarily be realized. Indeed, the way in which the value of the shares of some of the Austrian and Hungarian iron-making companies has appreciated within the last year or two reads more like the fabled stories of the "Arabian Nights" than the sober matter-of-fact records of nineteenth-century business. The shares of the Alpine-Montan Gesellschaft, for example—the largest iron-making concern in Austria—have within two years risen from about 150 to nearly 300 per cent. The shares of the Prager Eisen Industrie Gesellschaft, the next most important iron-making enterprise within the Austrian dominions, have advanced from about 250d. to nearly 1000d., or about 400 per cent., within twelve months, and the dividends paid have been over 50 per cent. The technical development of the trade has kept pace with its commercial expansion, and at this moment plants of the

greatest magnitude are being provided for the manufacture of both pig iron and steel.

Many of our American people are disposed to imagine that our iron and steel business is being overdone, and that at present it is unduly profitable in the light of the great advancement made during the last six months. These statements from the Iron and Coal Trades Review, however, show that the German iron interests have for several years been fully as profitable as our iron business now is, and, as stated, the second largest iron-making enterprise in Austria has been paying over 50 per cent. dividends of late.

A late dispatch from Berlin, referring to the iron situation there, says:

The Bourse at Berlin knows nothing this year of dullness. The optimism that has taken possession of the public in regard to the industrial situation is becoming more and more to be felt, and the oldest operators look with amazement and no little apprehension upon the steadily-rising prices. This is due in great part to the extraordinary demand for iron. The shortage of raw materials in Germany has reached such a point that a number of works in the Rhine-Westphalian country have had to shut down at intervals. The domestic producers cannot meet the demand for coke, and English coke is coming in freely. Several mills have begun to import English puddled iron. The pig-iron syndicate of Dusseldorf has been so overrun with orders for iron for the first half of 1900 that it has refused to make further sales.

Mr. F. B. Thurber of New York, at the Trans-Mississippi Congress in Wichita, presented some views in regard to the value of great aggregations or combinations of capital and business enterprises, usually denominated as "trusts," which are worthy of consideration. They are in harmony with the position which the Manufacturers' Record has always taken on this subject. Discussing the good for the country that is accomplished by such organizations he says:

Trusts seem to be one of the most important agencies in the development of the nation's commerce. Far from regarding them in the light of a menace to the people, I am convinced that they will help the United States forward and enable us to lead the nations in the march to commercial supremacy. They will do this through widening our markets. The large organizations can do all that is necessary to enable them to secure custom in every part of the earth where a promising field is offered, and the total results they obtain are far superior to those obtained through individual efforts.

I believe that trusts will prove as beneficial to the interests of labor as to those of any other class of people, and this despite the fact that the leading minds in the labor world are inclined to regard them with sharp suspicion. There have been isolated cases where the trusts have been detrimental to wage-earners, but there are many more cases in which a rise in wages has followed the establishment of trusts, and there has also been brought about through them a steadiness of employment which is very desirable.

No nation on the face of the earth has such resources in fields, factories and mines as we have. No nation has such command of the forces that now rule the world—steam, electricity and machinery. No country has such an ingenious and progressive population. We must find a foreign market for our surplus products, otherwise we will have frequent periods of overstocked markets, idle mills and all phenomena attending commercial crises.

### The Anti-Trust Spirit.

Almost simultaneously with the signing of the Texas anti-trust law the Supreme Court of Arkansas handed down a decision sustaining the decision of the lower court in favor of the insurance companies whose business had been assailed by anti-trust legislation. The complete collapse of this particular form of agitation is evidenced by the expressed determination of Attorney-General Davis to drop all prosecution under the fool law, and his statement, "I would not prosecute a trust if it should organize in the front of a Statehouse with a brass band announcing its organization." This is a very wise conclusion, but the additional statement of Mr. Davis, that if he had the power he would call the legislature together for the purpose of wiping trusts off the face of the earth, is not as sound, especially if the thinking people should have a chance to impress their personality upon the choice of the legislature. In the meantime the Texas legislature has apparently started to boil as pretty a kettle of fish as could be desired. If anything, the Texas anti-trust law is more erratic than that of Arkansas. According to the Austin Statesman:

After all the care and attention to the anti-trust law passed by the Texas legislature, which has just adjourned, the talk now comes from some of the legal fraternity that that section of the bill at least is unconstitutional, for the reason that it lies at cross-purposes with the federal laws protecting patent rights. The section in question was inserted in the bill for the purpose of legislating against the round-bale-compress business in Texas.

Close observers of the proceedings of the legislature are impressed with the fact that the only care exercised by the solons in framing the law was to make its provisions as drastic as possible without regard to the general principles of law or the welfare of the State. In the round-bale case particularly the point of unconstitutionality was raised even before the wild act of special legislation attempted was embodied in the anti-trust law; in fact, that especial provision may be regarded as typical of the whole law. The possible effect of the law may be gauged by that of the provision against the round bale. Commenting on this point the Cotton Ginners' Journal of Waco says:

If one may judge by what is going on, the new law will not change the situation materially as to the operation of such presses in this State. They are being brought thither in such quantities that the Texas railroads, anxious to secure the freights, have inaugurated greatly reduced rates, and under the stress of the keen competition the cut rate originally applying to round-bale-press machinery alone now includes all forms of ginning machinery, even to engines and boilers, and dealers all over the State are stocking up, utilizing this rate while it lasts, for it is lower than they have ever had or hoped to have. As said, it is purely the result of railroad competition to carry machinery for making round bales.

It is to be inferred, therefore, from this great influx of such machinery and its rapid and steady installation in plants over the State, that the round-bale companies do not anticipate any clash or trouble with the law, and that they propose to comply with its



requirements, though unquestionably they must regard it, from their own point of view, as unnecessary and unfriendly legislation. It may be stated, however, that in the latest omnibus bill a leased press does not pay a confiscatory tax of 40 per cent. on its output, as the Cole bill provided. Its salient point is that such machinery must be eligible to purchase by those who desire to use it.

Without further discussion at this time of the policy or impolicy of the law, which will no doubt be tested in the courts, we think it safe to say that the companies manufacturing round-bale presses, whatever their opinion of the measure, will not offer any opposition to its enforcement in the courts or elsewhere. We base this opinion on the expressions from those representing the manufacturers—who say they deprecate litigation or agitation, and are not likely to indulge in either—and on the fact that the installation of presses proceeds at a rate which assures the production of over 1,000,000 round bales in Texas during the season of 1899-1900. It would be passing strange, indeed, if mechanical appliances with so much economic potentiality were to be forbidden to those who wish to use them—to be relegated to disuse, banned and outlawed—and in this nineteenth century, too.

The law will not go into effect until January 31, 1900. It is a pity that a test of its provisions may not be made at once. As it is, the people of Texas will have no opportunity for six months to judge fully of its deleterious effects. This fact will delay to some extent the educational advantages which they might otherwise enjoy in preparation for their next opportunity at the polls to express their sentiments. It will also postpone a valuable object-lesson for other States, teaching that some trusts may be dangerous, but not as dangerous as a free exercise of the mob spirit in legislation.

#### Meaning of the Mills.

The Lewiston (Me.) Journal, discussing textile affairs, says:

The result is such mills as the Continental in Lewiston, which once sent out coarse or plain cottons almost exclusively, are rushed on orders for art goods, cottons made for style, created in the brain chiefly and executed after headwork by fine machinery. This is the secret of industrial supremacy—to use art more and muscle less, to consult lines of beauty as the line of duty in textiles. It is significant that today mills in Lewiston are working on orders secured rather than orders to be secured. Let the South prosper also—it is the part of the country which naturally shall make raw material into crude manufactures. The prosperity of one is essential to the well-being of all. The finer stuffs belong to the temperate zones. New England is rock-ribbed in industry. The fittest need borrow no trouble even if in periods of transition there be brief hardship.

But commenting on this the New York Commercial makes the following very pertinent remarks:

We feign would join the Journal in its halcyon dream of eternal security from destructive tropic or semi-tropic competition for the textile industries of classic New England, but somehow, before we fairly doze off, we are haunted by those reports of 30-odd per cent. dividends recently made by some of these Southern mills out of the proceeds of the manufacture of the coarse goods which the Journal says they are responsible for, and we cannot help wondering how long the Southern mills will resist the temptation to increase their profits, as the New England mills are now doing, by turning also to the manufacture of fine goods, and if they do, and the competition becomes strong, as it surely will, how long the New England average margin of 6 per cent. profit can buck against the 30-odd per cent. of the Southern mills.

As to the South being "the part of the country which naturally shall make raw material into crude manufactures," that is the sort of whistling in which Europe used to indulge with regard to America to keep up its courage when we first began to take our first feeble steps in manufacturing. It is a sort of cheap comfort, but it does not last. Then as to the statement that "the finer stuffs belong to the temperate zones," we fear our optimistic contemporary has never heard of India shawls, laces and tapestries, Persian rugs and the like, and realized that for cunning skill in textile

manufactures the temperate zones have much yet to learn of the tropics. And then the South is only semi-tropical after all, and for a large part of the year its climate is more healthful and conducive to both mental and physical exertion than that of our far Northern States. It is not well to feed people on false hopes. The truth must prevail.

The Manufacturers' Record has been preaching this doctrine for a good many years, and the world is now realizing that our predictions are being fulfilled a long time ahead of what would have seemed possible even three years ago.

What does the development of cotton manufacturing, as illustrated by the remarkable activity in cotton-mill building, mean to the South? Briefly, it means that if the South could manufacture its 10,000,000 bales at home, its cotton, instead of bringing into this section about \$300,000,000 a year, would bring from \$1,000,000,000 to \$1,500,000,000 a year; it would mean the profitable employment of over 1,000,000 hands, and it would mean the growth of hundreds of towns and cities, an enormous increase in the home demand for agricultural products and a prosperity for the whole South such as we see in the best mill sections of the Carolinas, where towns like Charlotte and Spartanburg and a dozen or more others are rapidly growing in population and wealth, and where all the surrounding country is doing equally as well as the towns.

The Atlanta Journal, referring to the fight that is being waged between the square bale and the round bale, and especially to the offer by one of the leading cotton-houses of this country of a higher price for cotton packed in a round bale than in the square bale, says:

The fight for and against the round cotton bale has assumed queer phases, and this is emphasized by the fact that great cotton houses are taking sides. The great American houses seem to favor the round bale and have offered a bonus for cotton so packed. On the contrary, the great Greek firm of Rallie Bros. of New York, London and other cities is fighting the round bale.

And to this it adds:

In this state of agitation in cotton circles the public will look with interest to the "survival of the fittest" bale.

And this is the position which the Manufacturers' Record has always taken. Ever since the Manufacturers' Record commenced persistently to agitate the need of better baling, some ten or twelve years ago, we have tried to stimulate and stir up discussions on this subject, realizing that the more active the agitation the more certain would be some early practical results.

#### Death of President Thomson.

The death of Mr. Frank Thomson, president of the Pennsylvania Railroad Co., removes another of the officers who have been instrumental in building up this great system to its present standard. Like the late George B. Roberts, whom he succeeded, Mr. Thomson had served the company in many capacities, rising to his present position from a mechanic in its repair shops. He received an all-round training and not only understood all portions of locomotives, but could take his place as an engineer in a cab or as fireman. Mr. Thomson was a man of great executive ability and broad ideas, which were invaluable in the calling to which he devoted his life. He was only about fifty-eight years old at the time of his death. He was widely known both in this country and Europe, and with such men as Thomas Scott and President Roberts, his predecessors, he has a monument to his life work in the railroad of which he was the head.

## THE IRON BOOM--WILL IT LAST?

The Wonderful Activity and the Outlook for the Future as Viewed by Leading Authorities.

In view of the great interest throughout the business world in the remarkable activity and prosperity of the iron and steel interests, the Manufacturers' Record, under date of May 30, asked a number of leading producers and consumers of iron and steel for their opinions on the following questions:

(1.) Have we, in your opinion, entered upon a period of such increased consumption of iron and steel as to indicate the probability of a continuance for several years of the present world-wide activity in this industry?

(2.) Will the development of our foreign trade, by furnishing an outlet in dull times for iron and steel, probably prevent the recurrence of such extreme depressions in price as in former periods?

(3.) Are the indications favorable for an ever-widening foreign market for our iron, steel, machinery and kindred products?

(4.) Will the increased uses for iron and steel, the development of a navy and a merchant marine, and the extension of our railways, added to the consumptive requirements of Eastern countries and Africa, justify the belief in a still greater expansion of the iron and steel trade of the entire world during the next five or ten years?

In reply to these questions Hon. Abram S. Hewitt, who has a world-wide reputation for the accuracy of his predictions on iron matters, Mr. E. H. Gary, president of the Federal Steel Co., and a number of other authorities have given their views, which we publish today. There is an almost unanimous belief in a continuance of great activity for the next two or three years, and a steady expansion of production and of the world's consumption. It is generally held that the development of our foreign trade will prevent a recurrence of the very low prices heretofore prevailing in times of depression, and that even after the natural reaction a few years hence of the present phenomenal activity, we shall not have to go back to unprofitable prices. These letters will prove of general interest:

#### An Interesting Survey of the Situation by Hon. Abram S. Hewitt.

Abram S. Hewitt, of Cooper, Hewitt & Co., New York:

"In reply to your letter of the 30th ult., making inquiry in regard to the present condition and the prospects of the iron and steel business, I beg leave to state that no one familiar with the past history of the iron trade need be surprised at the present demand, which undoubtedly exceeds the ability of the world to supply the material required. In 1855 I ventured to make a prediction as to the requirements of the world for iron during the following hundred years, giving estimates of the production and the consumption for each period of ten years. The figures then given have been verified in a very surprising way. It was estimated that the demand of the world would require 35,000,000 tons of pig iron by the 1st of January, 1900, that is to say, in the year 1899. The returns show that this quantity of pig iron was produced and consumed in the year 1898, the exact limit having been reached one year in advance of the predicted time. It must not be imagined, however, that the increase in production and consumption proceeds at a regular pace from year to year. There are periods of rest, stagnation and

recuperation, followed invariably by an era of great activity. At the outset the increased demand cannot be met, but it has never taken very long for the production of the world to catch up with its consumption.

"Your question, therefore, may be answered briefly by stating that there is every reason to expect a period of large demand and of great activity for the next two or three years, after which time the usual excess of production will recur and the business, although on a scale of great magnitude, will seem to be quiet and somewhat stagnant.

"The change from iron to steel, however, will undoubtedly modify the conditions upon which the world's supply will be furnished. From our possession of the cheapest fuel in the world we are in a condition to undersell all competitors, and therefore from this time forward we will have a large and increasing foreign demand for our steel products. The export trade has come to stay, and the doctrine of protection has met with the inevitable doom which I predicted in 1883 in the discussion in Congress on the tariff, wherein I tried to make clear, not merely the conditions of production, but the certainty that before the close of the century this country would necessarily be the greatest producer and exporter of iron and steel in the world. We have the ability to meet any conceivable demand, and although, as I believe, by the middle of the next century the world will be using very much more than 100,000,000 tons per annum, the resources of this country will be entirely adequate to meet the requirements of advancing civilization based upon industrial progress such as mankind has never seen."

#### What the President of the Federal Steel Co. Says.

The magnitude of the iron and steel business of the Federal Steel Co. and its close touch with the world's iron interests makes the views of its president, Mr. E. H. Gary, of especial interest. In a letter to the Manufacturers' Record Mr. Gary says:

"I believe we have entered upon a period of such increased consumption of iron and steel as to indicate the probability of a continuance for several years of the present world-wide activity in this industry.

"The development of our foreign trade, by furnishing an outlet in dull times for iron and steel, will probably prevent the recurrence of such extreme depressions in price as in former periods.

"The indications are favorable for an ever-widening foreign market for our iron, steel, machinery and kindred products, and the increased uses for iron and steel, the development of a navy and a merchant marine, and the extension of our railways, added to the consumptive requirements of Eastern countries and Africa, justify the belief in a still greater expansion of the iron and steel trade of the entire world during the next five or ten years."

#### Increased Activity in Shipbuilding and in the World's Demand for Iron and Steel.

Rogers, Brown & Co., New York:

"Replying to your inquiries of 30th ult.: "1. We are believers in a large increase in the consumptive demands of the world for pig iron during the next few years. This is based on the revival of activity in our own country, which is not ephemeral, but will last for years unless we are over-



taken by some unforeseen disaster. It is based also on the rapid increase in the consumption of iron in Africa, China, Japan and in our own island possessions. Hitherto the total quantity of iron used by all these countries was too small to be appreciable. With the waking up of the nations it is destined to be very much larger.

"2. The development of our foreign trade will prevent return to another period of extreme depression of iron and steel in this country. We do not count so much on the exporting of pig iron and steel billets, the movement of which will be checked by the higher prices on this side. The sale of our finished products abroad, however, will not be seriously interfered with. As a matter of fact it is increasing in many lines, notwithstanding our present high prices. This is particularly true of agricultural machinery, iron and woodworking machinery, mining machinery and many other forms which run into iron and steel largely.

"3. We think our foreign markets will gradually widen as the merits of American goods come to be better known. It is found in actual practice that it is much easier to get the second, third and fourth order than it is to get the first.

"4. We are believers likewise in an early and rapid development of shipbuilding in America. It is already at hand. The shipyards on our Eastern seaboard are crowded with work for a year to come. They are enlarging their facilities and new yards are planned. There is no reason why we cannot build cheap and good steel ships on the ocean as well as we can at Chicago and Cleveland, on the Great Lakes. Ocean freight rates are unduly high, and the increase of American merchant marine is only a matter of time."

#### Looks for Several Years of Activity and a Constant Extension of Our Foreign Trade.

The president of one of the largest steel companies in the country, doing a very extensive export business, writes:

"Your favor of the 30th has just reached me, and I will answer seriatim as well as I can the questions you have asked.

"1. In a general way consumption of iron and steel varies with the state of general prosperity, and unless indications are all wrong there seems to be reason for believing that we have before us several years of more active business than we have ever known. Further than this, the extremely low prices for iron and steel products the last few years have stimulated the use of the metal in new lines of work, which, once started, are bound to continue.

"2. The development of our foreign trade is due to several causes—1st, increased demand the world over from the opening up of new consuming territory; 2d, to decreased costs of production in this country; 3d, to diminished supplies of raw material and consequent increased cost of production in those countries which have heretofore been most prominent in the export trade. All of these causes are permanent, and must result in a growing demand for material outside of our own boundaries. This necessarily will be a steady factor.

"3. I have answered the first part of this question in the preceding paragraph. In the matter of machinery, another element exerts a material influence, that is, the superior quality and design, which are being generally recognized throughout the world.

"4. I believe we can fairly expect a steady increase in the requirements for iron and steel the world over for many years unless some other metal or substitute not now in sight presents itself, sub-

ject only to the prevalence of temporary conditions which limit the general purchasing power. It is not unusual to think of the railroads, large manufacturers, shipbuilders, etc., as being the principal purchasers of iron and steel, and overlook the fact that they occupy, so to speak, simply an intermediate position, and are entirely dependent on the ability of the mass of the people to ride on the trains, purchase the goods carried on the ships and railroads and produced by the machinery, and that it is the man who buys the yard of cloth, the pound of nails and the barrel of flour who is the chief factory in determining the quantity and value of the products of the rolling mills of the country."

#### Think Prices too High in Proportion to Cost of Production.

The William Cramp & Sons Ship & Engine Building Co., Philadelphia:

"We have received your letter of the 31st ultimo, asking our views upon the outlook for the future of the steel trade of this country and formulating your inquiries under four heads, which we in general terms answer seriatim.

"1. Have we, in your opinion, entered upon a period of such increased consumption of iron and steel as to indicate the probability of a continuance for several years of the present world-wide activity in this industry?"

"We know of no reason to apprehend that the consumption of steel and iron will decrease in the future as a whole. There will undoubtedly be periods of depression from time to time, but in the main the tendency will be to constant increase.

"2. Will the development of our foreign trade, by furnishing an outlet in dull times for iron and steel, probably prevent the recurrence of such extreme depressions in price as in former periods?"

"The answer to the above question depends on what you consider 'extreme depressions in price.' The present range of prices is undoubtedly, in proportion to the cost of production, extremely high, and it is not probable that it can be maintained permanently or for any considerable period; but we will not undertake to answer your question as to the 'recurrence of extreme depressions in price' without knowing exactly what you contemplate by the use of those words.

"3. Are the indications favorable for an ever-widening foreign market for our iron, steel, machinery and kindred products?"

"Undoubtedly.

"4. Will the increased uses for iron and steel, the development of a navy and a merchant marine, and the extension of our railways, added to the consumptive requirements of Eastern countries and Africa, justify the belief in a still greater expansion of the iron and steel trade of the entire world during the next five or ten years?"

"This question has to all intents and purposes been answered in the replies to the foregoing three."

#### At Least Two Years of Activity Anticipated.

The Harlan & Hollingsworth Co., Wilmington, Del.:

"Replying to your favor of 31st ult., beg to say: 1. In our judgment, we have entered upon a period of increased consumption of iron and steel that will probably last for two years at least, with a probable slackening down for a few months prior to the elections of next year. It is hard to see beyond say two years, although unless something unforeseen occurs of serious import and far-reaching results the probabilities would seem to point to a longer period of prosperity.

"2. We think the development of our foreign trade will strongly tend to reduce

the danger of a recurrence of extreme depressions.

"3. The indications are all favorable, in our opinion, for the development of an ever-widening foreign market for our products.

"4. The increased uses for iron and steel, the development of our navy and merchant marine and the extension of our railways, added to the consumptive requirements of Eastern countries, do justify the belief in a still greater expansion of the iron and steel trade of the entire world during the next few years. The greatest dangers as we see it in this country at the present time affecting our immediate future are the following:

"1. The usual American tendency to overproduction and inflation that has always been engendering collapse.

"2. The basic uncertainty of our monetary conditions, due to the neglect of Congress to remedy known existing defects.

"3. The paralyzing uncertainty at the coming elections of the results of the reappearance of free silver as an issue in politics."

#### Yes to All Four Questions.

Baldwin Locomotive Works, Philadelphia:

"We say yes to all the questions in yours of May 30."

#### A Pittsburg View of the Situation.

Oliver Iron & Steel Co., Pittsburg, Pa.:

"Answering your first interrogatory, it is our opinion that we have; answering the second, it will if we are able to retain the foreign trade; answering the third, the foreign market will expand for all the productions of this country in iron and steel if prices are not increased to such an extent as to prevent it; answering the fourth, yes, so long as values continue on a natural basis—by that we mean predicated on cost of production and free from artificial expansion."

#### Not so Enthusiastic as Others.

H. W. Caldwell & Son Co., Chicago:

"1st. So soon as the present unprecedented demand for immediate use of steel and iron is supplied the capacity of mills now in operation will glut the market and prices cannot be maintained. Prices were too low, and made so by the intent of large concerns desiring a combination, and this could be brought about in no other way. While prices at present are not too high for the class of material we make, the unstable market and light stocks will cause unpleasant business relations for several months. If prices settle on fair basis, we may expect six years of good trade.

"2d. The immediate effect on our changed relations cannot be expected to bring about a desirable market instantaneously. Trade relations come through channels that are not opened in a day, and much is to be done in the way of establishing what our relations shall be in regard to our accessions before we can count on any regularity in trade, because we do not know what lines we can best compete on. Other nations will be proportionately benefited by any doors we may open.

"3d. No more so than it ever has been unless wise legislation secures benefits we have not been able heretofore to grasp. Our future in any acquired territory depends more on the class of men we send to direct the legislation of the future than anything else. If we play the carpet-bag game we are lost.

"4th. We must provide our own merchant marine to carry our own products out and to bring in what we take in exchange, and back this marine by a respectable navy, with the best war vessels of the world, or our boasted progress must be secondary. The day has come when the ships that pass in the night and quietly steal in and out of the many har-

bors of all nations will command respect as nothing else will. We have a grand future before us, but it must be handled by patriotic statesmen and not by demagogues."

#### A Cincinnati View of the Outlook.

Rogers, Brown & Co., Cincinnati:

"As to your first query, it is our belief that the country has entered upon an epoch of general prosperity that will not terminate with this year. There seems to be, so far as we can know it, a universal activity which must necessarily increase the consumption of iron and steel.

"As to your second query, regarding developments of our foreign trade, etc., we are not exporting so largely just now of crude iron and steel, but in the products of iron and steel, enormous quantities of all sorts of implements and tools and machinery, the character of which seems to be exceedingly attractive and desirable by foreigners, and the advanced prices of iron and steel and their products abroad are quite in harmony with the advances in values of the same materials in this country, so that the excellence of the American products will have the call and enjoy a continued boom.

"The developments of our navy and merchant marine will contribute somewhat, of course, to the full requirements of our American products of iron and steel. No one can foretell, of course, the general future as to a series of years, but it is our belief that Uncle Sam has, with all his magnificent resources and capabilities, been thrust upon a pedestal so high that the whole world is viewing him and the products of our country, and all eyes seem to be turned for the time being to the United States, which has taken a step forward in the progress of affairs and commercial enterprises that is to know no retrograde path; hence it is our belief that to a very great extent the position that has been taken by our country will find us marching forward through the coming decade."

#### Increasing Strength of the South's Position.

T. G. Bush, president of the Clifton Iron Co., Anniston, Ala.:

"In reply to your several inquiries concerning the iron trade of the world, and of this country in particular, I can only encroach upon your valuable space to reply briefly.

(1.) As to the development of our foreign trade by furnishing an outlet for iron and steel, I would say that the beginning of foreign shipments, first in a small way, but gradually growing to larger proportions, was the first potent factor in changing the iron-market conditions in this country, and brought the first ray of hope that raised the iron manufacturer from the slough of despond. This foreign demand at once relieved the Southern iron trade of its surplus stock, and immediately the Southern iron companies, which name the price of iron for this country, and, practically, for other countries, began to strengthen their positions and to demand better prices. These developments coming in connection with the general improvements in the trade of the country, incident to good crops and strong faith in the ability of the government to maintain a system of sound currency, caused a gradual improvement in price, until iron has reached a value which somewhat compensates for the long period of depression in which such great losses were sustained. This outlet for our iron and steel unquestionably removes the probability (and I might say the possibility) of a recurrence of such extreme depressions as have existed in former periods.

"(2.) The large increase in consumption of iron and other necessities in this and



other countries presents a most favorable indication for the continuous widening of foreign markets for all of our products. This is evident when we know that the wants of the world will gradually increase, and that the United States is practically the only country that can, to any great extent, furnish an increased supply.

"It is reasonable to suppose that the prospective increase for the construction of a larger navy and our merchant marine, together with increased demand by reason of the extension of our railways, and demands in other directions, added to the increased consumptive requirements of the Eastern countries, that the iron and steel trade will continue to expand, and to what extent such demands may reach within the next five or ten years it would be difficult to say, but it is reasonable to infer that such demand will keep pace with any possible increase in production, and thus the price of iron and steel will be maintained to such extent as to make the business reasonably profitable.

"While attention has been called to the probable increase in production of iron in this country for the present year, it is difficult to see how that, with the new and old furnaces which now are out of blast, put in operation, the year's product can exceed 14,000,000 tons. While this amount would be more than 2,000,000 tons in excess of the product of 1898, the indications point to a consumptive demand for something like 15,000,000 tons.

"It is worthy of note that iron and steel can't always be made in this country or elsewhere as cheap as at the present time. The supply of ore will gradually lessen, and certainly the cost of mining and transporting same will gradually increase. This will not obtain so much at the present in the South as elsewhere, and, consequently, the Southern iron companies will continue to produce iron with but little increase in cost for some time to come, save the increased cost of labor. This being the case, Southern iron properties become more attractive than ever before, and the present prospective margin of profits promise unusually satisfactory results to investors where meritorious properties can be obtained.

"I might add that the iron manufacturer is justly entitled to a long period of prosperity to make amends for the long period of depression in which he labored, with but little or not profit."

#### A Remarkable Boom.

President Linderman of the Bethlehem Iron Works is quoted as saying in an interview:

"There is an immense demand for all kinds of manufactured iron and steel goods, so great that there seems no prospect of catching up with it this year or next. The trade is in a wonderfully booming condition.

"All over the country the industries using iron and steel have suddenly awakened, after years of lethargy, and new enterprises by the thousand are springing up. The domestic demand for goods is so great that it is impossible to do anything for the foreign markets, which are wide open to us. Foreign contracts are being given out every week.

"The prosperity is affecting all classes in the same way. There has been an increase in wages of from 10 to 25 per cent. in all lines in the mines and manufactories. The price of coal has been advanced twenty cents a ton, which means that the coal miners also have had their wages raised, perhaps as much as the workers in iron and steel. The coal business is most prosperous, partly because of the boom of the manufacturers, and in the same way all other industries are reflecting the same excellent condition."

#### Anticipates Continued Increase in Iron Production.

Jos. Bryan, president Richmond Locomotive and Machine Works, Richmond, Va.:

"To the questions propounded in your favor of the 31st ult. I beg to say:

"First—That my acquaintance with the iron and steel industry is almost entirely confined to the southern part of the United States. I have no means of judging from personal knowledge what it is in other parts of the world, but would say that there is every indication that the present activity will continue past 1900.

"Second—In the locomotive and pig-iron business, with which I am especially connected, the foreign business has had a most beneficial effect upon the furnaces and shops at home. It was unquestionably the foreign market for Alabama pig iron that carried the Alabama furnaces through so successfully the depression of recent years, and foreign orders for American locomotives were never so great as now.

"Third—The indications for a widening foreign market are very favorable, and we believe that nothing but excessively high-priced material will check its further spread.

"Fourth—The enormous increase in the uses of iron and steel is not likely to be abated, but methods of civilization will be carried into all countries which can be reached by trade, and I look for a continuous increase of the production of iron in the United States, and when low prices come again, as they inevitably will, an excessive depression will be checked by an increase of consumption throughout the world."

#### BIRMINGHAM STEEL GOES TO PITTSBURG.

10,000 Tons Sold for Future Delivery. Continued Activity in Alabama Iron Matters.

[Special Cor. Manufacturers' Record.] Birmingham, Ala., June 6.

The demand for iron the past week was largely increased, but it was only partially satisfied. All the sellers were not unanimous in consenting to sell for the deliveries desired, and the consequence was that sales for long deliveries were only partially satisfied. The same can be said of demand for spot and nearby deliveries, as but one interest has stock on hand to care for these orders. They do not care to sell save to their regular customers or those likely to be such. The consequence is we have a market as ragged in prices as it is in stocks. No interest cares a copper what competing interests asks for iron; in fact, there is little or no competition, from the fact that deliveries acceptable to one are not satisfactory to another. So there is little or no conflict in filling orders.

The demand is general, and orders come from all classes of the trade, the big fish and the little fish all being in the rush for iron. A very prominent local magnate in the trade said to your correspondent: "The situation is such that a famine in iron is sure to reach a climax this month. Every day we are being drained of some of our stock, and this drain we cannot replace. It is now only a question of days when we will absolutely have no iron in the furnace yards or the warrant yards. We have sold up to the output of this year, or as near to it as we can venture, and are now selling for first half of 1900. We are not offering, but buyers are coming to us with offers and requests to make prices, and the prices we make are accepted more readily than when the market was dollars lower." Relative differences between grades don't count. Sometimes in one

day two or three different grades are registered at the same price. Inside facts concerning sales are kept as close as possible, which is "prima facie" evidence that prices are really above quotations. Gray forge sold in a limited way at \$11.75 and \$12, but he's a good buyer who can get it at \$12.25 now. No. 4 forge sold at \$12.25. So did sand basic (basic cast in sand molds), but it is very doubtful if one could buy either now at prices quoted. No. 2 foundry sold at \$12.50, \$12.75 and \$13. Some won't admit the last price, and won't take your order either at that price. This, of course, gives it away. Some charcoal iron in a limited way was sold at \$15.75, Birmingham delivery. The honest truth is, so great is the need of buyers now clamoring for iron that price is a secondary consideration. They are just simply compelled to have the iron. There was an error in the report of sale of 10,000 tons four-inch steel billets. The price was \$25 instead of \$23, and the sale was made to the Pittsburgh district. Does it not seem strange that the first sale of our steel mill should be made to the Pittsburgh district? The delivery is October and November. Your correspondent learns from excellent authority that the rod and wire mill expect to receive steel from the Ensley plant in September, and they are rushing construction to be ready by that time. The Tennessee and Sloss companies have again advanced miners' wages two and one-half cents per ton, to take effect from the 1st inst. The rate they fix generally prevails throughout the district. Some mines that were short on labor have been paying that for some time. Eastern parties have bought the coal property at Coaling Station, Tuscaloosa county, and will largely increase output and open up additional shops, etc. Other coal properties are being traded for, and some combinations are being formed concerning which reports are very favorable. There is a combination of ore, coal and furnace interests being engineered now. If successful, the headquarters will probably be at Florence, where the furnaces are located. It is not at all improbable that other furnace interests nearby may come in.

Another comparatively new furnace, and in good condition, will be added to those in blast in a short time. But it won't add more than 100 tons daily to production. Even in the gold and silver mining part of the State the enthusiasm is spreading, and confidence in the undeveloped richness of the State is constantly growing. Modern appliances, knowledge and experience will continue to wrest from mother earth her riches.

The prospects for a continuous prosperity never were so good. J. M. K.

#### Eastern Iron Markets.

[Special Cor. Manufacturers' Record.] Philadelphia, Pa., June 7.

The iron trade is in a peculiar condition this week, owing largely to influences outside of this district. The fact becomes more and more apparent that prices are bound to advance because of the increasing gap between production and demand. But little iron is changing hands at present, because of the inability of furnaces or mills to furnish material. The large sales of pig iron in Western markets at surprisingly high prices have alarmed the trade. Those who have requirements to cover are meeting with no luck in getting the promise of material. Quotations are slightly advanced all around. No. 1 X foundry iron is \$17 to \$17.25; No. 2 X foundry, \$16.50 to \$17; standard mill, \$15.75 to \$16; basic, \$16; low phosphorus, \$20. Large buyers in this market are hesitating what to do, and pig-iron mak-

ers hope they will continue in that frame of mind.

Billets have only nominal quotations. They are supposed to be worth somewhere around \$32, depending on the latest selling price at mill. Any determined effort on the part of buyers to cover would crowd prices up, as manufacturers cannot meet demands.

The same condition of things exists at the bar-iron mills. Everything is far oversold. A great many small buyers are in the market, and the storekeepers have the greatest difficulty in keeping the racks assorted up. Common iron sells readily at 1.56 and refined brings 1.60 to 1.75. There is an improving retail demand for nails, both cut and wire nails. Factories are trying to accumulate stock.

The activity in trolley-line and other work calling for skelp has put prices up to a very remunerative level.

The manufacturers of sheet iron report their free capacity for the next ninety days as inconsiderable. On the other hand, they say that there are a great many of their regular customers who have not yet contracted for all they will want within that time. Sheet for construction and architectural-iron purposes is particularly active.

There have been fractional advances on tool and machinery steel, and today's information from mills is that a very heavy Western demand is loading productive capacity down.

The combination of pipe and tube interests has not as yet made any change in the situation. Large requirements are soon to be covered. Pipe-line work of large proportions is coming up for consideration.

The plate-mill situation is just the same. Prices are supposed to be advancing all the time, and it is difficult to get actual quotations. Very little new work has been placed for a week.

Structural steel has been advanced \$5 per ton since last week, and at this advance there is as much business coming in as mill men care to take. The present danger is that more shapes may be called for than can be furnished during the building season. Some railroad companies who resolved upon important construction work have been negligent about placing orders, and they are now trying to get iron sooner than it is possible to furnish it.

The steel-rail situation is most satisfactory. Large orders are now being considered, and it is understood that track-laying will not be interrupted through want of rails. There is doubt, however, about some contemplated railroad building, as the preference is being given to old customers rather than to new. Steel rails are quoted \$25 to \$28 for standard sections.

Old rails are a trifle higher, according to quotations, and one lot sold yesterday at \$19.50 delivered.

Scrap is very scarce. There is much more inquiry than usual, but stock is hard to get.

#### Iron Interests in Southwest Virginia.

[Special Cor. Manufacturers' Record.] Roanoke, Va., June 2.

Your review of the iron-market conditions in your issue of last week and copious extract from the London Statist was very interesting reading, and marks the most wonderful development in the iron trade ever known. It looks very much like iron is king, and destined to maintain its sovereignty for years to come. To us of the South this is peculiarly interesting, for the reason that while the United States is to be the center of iron production, and while until recently the North has practically had a monopoly of the business, the South is now fast for-



ing to the front as the center of iron production in the United States.

Some people may have an interest in trying to make it appear that ore supplies in the South are not in excess of the capacity of existing furnaces. But any such statement would be far from the truth, for throughout the ore-bearing regions of this section a very small percentage of the area has yet been opened, and only such as is within easy reach of existing railroads. A few miles from these lines of transportation are millions of acres of ore-bearing territory as yet untouched by a pick, and new railroads are being projected through parts of this territory. The gloomy prospect presented by the Statist to European iron-makers does not apply to our Southern States. The demand for the ore will reveal it in sufficient quantity and of excellent quality. Iron-making in the South has scarcely gotten beyond its incipient stage, but is destined to be among its greatest wealth-producing industries. The advance in price may curtail consumption and possibly force cheaper substitutes in some industries, but the multiplying uses to which iron is put will, for some years at least, prevent a material reduction in price. If the old saying that "iron is the index to the prosperity of the period" be true, it is probable that there are prosperous years ahead of us, for there are strong indications that "ere many moons shall wax and wane" we shall see the price of pig iron considerably higher than now.

An option has recently been taken on a gold-bearing mineral property near this city, which it is said will be developed at once, and the quality of the ore fully tested. There are many gold-bearing ores in this section, but it is difficult to persuade some people that they are worth working, because they consider them too refractory. Many of these ores, however, contain free gold.

A rich deposit of pyrites has recently been leased a few miles east of the city, and lessees are now taking out the ore and preparing to ship it. A plant for the manufacture of sulphuric acid located here would prove very profitable, as these ores exist in large quantity and very rich. A great deal of prospecting is going on now in these hills, and some rich developments may be expected. H.

#### Iron Syndicates in Germany.

Mr. Frank H. Mason, United States consul-general at Frankfurt, in writing of the German iron interests says:

"As an incident and condition of Germany's perfect organization and rapid industrial growth, its leading productive interests have been syndicated to an extent probably unknown in any other country. All great industries have been for years governed by ably-organized and managed syndicates, which control production, fix prices both for the home and export trades, declare dividends and apportion contracts. The remarkable efficiency of these syndicates in promoting exports of manufactured products has been largely due to the power which they exercise in maintaining the home price of any given class of merchandise at such profitable figures as to enable the same manufacturer to sell for export at whatever discount may be necessary to secure the contract. From the reports of several chambers of commerce in Western Germany there have come recently signs of impending revolt on the part of the German public against being further compelled to pay the cost of establishing and maintaining markets abroad. It is also pointed out that one result of the system—the object of which was to retain in the Fatherland by every effective means the work of manufacture, and thus give the

largest and most lucrative employment to labor—has been to defeat this end by promoting the export of German raw and partially-finished materials, to be worked up to completed manufactures in Belgium, France and Switzerland. It is, in other words, asserted by the complainants that the syndicates have become too efficient, too consummate in management and potent in the control of vast resources, and that the interests of the general public are thereby made to suffer."

#### THE WORLD'S IRON SITUATION.

##### Another English View of the Pig-Iron Problem.

The future of the pig-iron supply and demand continues to exercise a number of our contemporaries in a very marked and mysterious way. The extent to which, and the manner in which, certain well-known financial journals have allowed themselves to be worried and excited over this matter would be very ridiculous were it not that such agitation has a tendency to do a lot of harm to legitimate trade. It is not the case that there is any immediate prospect of a pig-iron famine. It is not the fact that any such prospect ever existed, unless in the heated imagination of some persons who seem to have now approached the consideration of the pig-iron situation for the first time, and with only that modicum of knowledge which is always a dangerous thing. That the demand for certain descriptions of iron has within the last six months now and again exceeded the supply is perfectly true, but that is no new thing, nor is it likely to be a rare event in the future. The fact is that at the present time the three greatest iron-producing countries in the world are turning out pig iron at a rate that has never been equalled in the past history of the trade, the approximate figures being as under:

	Tons a year.
The United States.....	14,000,000
Great Britain.....	9,250,000
Germany.....	8,000,000
Total.....	31,250,000

while the output of other iron-producing countries all around is abnormally large, and unitedly may bring up the output for the present year to something like 40,000,000 tons—about 5,500,000 tons more than the output of any former year. If those who seek to cause panic conditions in this branch of industry, or who at the least are looking out for trouble, would only be kind enough to inform us whence all this enormous demand is proceeding, and how long it is likely to be maintained, we shall be grateful.

For ourselves, we do not think that the present hunger for pig iron is likely to go much longer unsatisfied. In other words, we look forward to a material mitigation of the present pressure before the close of the current year. We have before pointed out that the recent rate of expansion in the pig-iron industry has been large beyond all precedent. This phenomenal rate of advance will probably be continued throughout the greater part of the present year. But we confess our utter inability to discern any signs and tokens that should maintain the demand beyond that period. There is already a slackening off in the demand for new shipping, which has done more to keep alive the British iron industry than any other individual cause.

The Chinese railway problem is in some respects obscure, but no one believes that the slow-moving Chinaman is likely to come into the market with orders on such a scale of magnitude as those which were characteristic of the earlier railroad development of the United States. The possibility of large orders being received

for railway materials in respect of African railways has been to a considerable extent discounted by recent events. The vast demands made on the iron and steel industries by schemes of municipal enterprise, in the form of new electric railways and kindred projects, have largely been satisfied, and it is not reasonable to expect that they will continue to maintain their recent level.

Last, but not least, it is important to note that Russia, Austria, Hungary, Serbia, India, Japan, Canada and New South Wales are all looking forward to more or less considerable developments of their own resources for the manufacture of iron and steel, so that the outside pressure on the chief iron-producing countries of the world, including our own, is likely before long to be largely relieved in this manner. One more consideration must not be lost sight of. The prices of most descriptions of iron and steel, in all countries alike, are now relatively high. Bessemer pig iron, for example, is now 20s. per ton higher than it was four years ago. Cleveland pig iron is now selling at about 25s. per ton above prices at which it has been sold during the last twelve years. Ship plates, again, are sold today for about 45s. per ton above prices quoted within the last four years, and so with most other leading products of our iron and steel industries.

High prices inevitably curtail demand in the long run, and there is nothing about the present trade conditions to justify the hope or belief that this rule will not continue to prevail. That the demand is unusually large and the pressure keener than is customary it would be idle and unprofitable to deny. Long may such conditions continue. But this is an entirely different thing from the possible panic in regard to pig-iron supplies which certain journals have so industriously sought to bring about by piling columns on columns of figures of stocks, prices and output, most of which, we regret to have to add, have been taken from our own journal without the least acknowledgment.—London Iron and Coal Trades Review.

#### A Business Convention in Texas.

[Special Cor. Manufacturers' Record.]  
Waco, Texas, May 30.

Kentucky has just had a general business convention to discuss the material interests of the State and how best to promote the development of its resources. The echoes of this convention will be heard in every county, and many places will as a result be stimulated into greater activity by its work. Texas will now follow with a convention at Waco June 13 and 14, and the list of subjects to be discussed and the names of the speakers give assurance of a meeting worthy of this great State.

The following are among the topics to be discussed at this convention of business men, property-owners, promoters and real-estate men to be held under the auspices of the Texas State Real Estate Association:

Under the general heading of "Deep Water and Navigation," which is subdivided into topics applied to the interest of the different local aspiring points, Governor T. B. Wheeler of Aransas Pass, Judge Eugene Williams of Waco, Hon. Norman G. Kittrell of Houston, J. R. Myers of Texas City, Hon. Jas. B. Wells of Brownville, Thomas H. Douthitt of Angleton, Joe H. Osgood of Sabine Pass, R. H. Woodworth and George M. Craig of Port Arthur, G. M. Magill of Bay City, Hon. John D. McCull of Austin, Hon. Atlee McCampbell and E. T. Merriman of Corpus Christi, Capt. S. W. S. Duncan and A. P. Foster, Hon. John H. Trailer and Hon. R. E. Burke of Dal-

las, and several others will handle that subject and will give attention to the sub-topics assigned to each. There will be other prominent speakers on the same subjects, which will be given out later.

"The Attitude of Congress Toward Texas Harbors" will be left to Hon. Thos. H. Ball of Huntsville, member of the rivers and harbors committee.

"Texas Fish and Fisheries" will be handled by Col. L. Seabrook of Port Lavaca, Hon. J. D. Mitchell of Victoria and others.

Prof. F. W. Mally of College Station and Capt. A. D. Rust of Rock Island will be among the speakers on "Texas Horticulture."

"Irrigation in Texas" will be handled by such prominent speakers as Hon. C. C. Pierce of Laredo, Joseph A. Kemp of Wichita Falls, Otto Buchell of Cuero, Alfred P. Coles of El Paso, Prof. E. T. Dumble of Austin and others.

"Agriculture in Texas," by Hon. Jefferson Johnson of Austin, J. P. Harrison of Sherman and others.

"Oil Industry and Fields of Texas" will be championed by Hon. Ralph Beaton of Corsicana, T. J. Brood of Paris, H. G. Damon of Corsicana, F. W. Freeman of Corsicana and others.

Hon. Chas. N. Knight of San Antonio and F. L. Dillaye of La Porte will tell us about "Texas Resorts, Summer and Winter."

"The Rod and Gun in Texas" will be championed by able disciples of Isaac Walton and Daniel Boone.

Governor Joseph D. Sayers of Austin has been invited to tell us about "Manufactures of Texas." Mr. M. E. Foster of Houston will also be on the same subject.

Able and experienced speakers will tell about "Town Building in Texas."

"The Citizenship of Texas, Past, Present and To Come," will be handled by Hon. George Clark of Waco.

"The Necessity for Organization" will be handled by Hon. M. G. Ranney of Yoakum and others.

The subject of "Taxation" will be discussed by W. R. Pace of Laredo, and others.

Mr. Chas. A. Noonning of Austin will handle the topic "Texas Timber Lands and Lumber Output."

Capt. M. B. Davis of Waco and Mr. W. A. Mair of Hallettsville will tell of the "Newspaper's Part in Texas Advancement." Mr. F. W. Meyer of Bonny, Mr. C. Falkner of Waco and others will have something to say on the "Hay Interests of Texas."

Hon. R. B. Hawley of Galveston has been invited to make an address on "Our Relations to the Nicaragua Canal."

"Is Texas a Promising Field for Capital" is a topic assigned to Capt. R. M. Johnson of Houston. Such speakers as Col. W. B. Slosson of Houston, C. H. McMaster of Galveston and D. O. Lively of Fort Worth will tell us "What Texas Most Needs."

"Good Roads for Texas" will be discussed by J. H. Hiner of Granbury, Mr. Siddall of Anderson and others.

Capt. Jas. Anderson of San Antonio and others will tell us about "Texas Clays."

George T. Parkhouse of Cisco and others will tell about "The Cottonseed Product of Texas."

Col. E. S. Peters of Calvert and others will speak on "Cotton and Its Future," and Hon. Rufus Cage of Houston about "A New Process for Cotton."

Hon. Chas. Schreiner of Kerrville and Juan S. Hart of El Paso will be expected to tell the convention about "Texas Minerals and Mining."

Various features of the "Railroad Interests of Texas" will be discussed by



such well-known authorities as George F. Lupton, A. G. P. A., San Antonio; W. G. Crush, G. P. A., Dallas; L. J. Parks, G. P. A., Houston; M. L. Robbins, G. P. A., Houston; W. S. Kennan, G. P. A., Tyler; D. J. Price, G. P. A., Palestine; R. R. Claridge of Palestine, Hon. William P. Gaines of Austin and others.

Col. A. B. Blevins of Rusk and Chas. Coffield of Rockdale are expected to talk on the "Coal Interests of Texas."

Hon. Tom Richardson, secretary of the Houston Business League, will give the convention a solo of his own selection. Whenever it is known that Tom Richardson is to make a talk an audience is always assured.

There will be a number of important topics pertaining to the State development and institutions and the names of a number of prominent speakers which will appear in future reports, but which are necessarily omitted at this time for lack of space.

T. J. SKAGGS.

#### Improvements at Radford.

Radford, Va. June 6.

Editor *Manufacturers' Record*:

Prominent among the new business enterprises of Radford and the Southwest is the leasing, by the Glamorgan Pipe Works of Lynchburg, of the large pipe works situated in the west end of the city, which have been lying idle now some six years. These works were constructed at a cost of nearly \$500,000, and have recently been purchased by the Virginia Iron, Coal & Coke Co., of which Geo. C. Carter of Bristol, Va.-Tenn., is president. About fifty mechanics are busily engaged repairing the property, and it will soon be ready for the manufacture of pipes of all sizes. The general manager of the lessees is Mr. H. E. McWane, who is also president of the Glamorgan Works in Lynchburg, Va. Mr. Robert C. McWane of New York city will be the assistant general manager of the Radford works, and will reside here. When running at full blast this plant will employ 300 to 400 men. Mr. McWane, the general manager, authorizes your correspondent to say that his company raised all wages on the 1st inst. 10 per cent., and that during the panic of 1896 the wages of none of their laborers were lowered.

The establishment of a number of new enterprises in our midst during the past few weeks has occasioned a marked rise in properties. As an example, the street-car line was sold last February for \$3500. Last week it was sold again for \$10,000.

Mr. Geo. W. Miles, president of our Board of Trade, in connection with the Norfolk & Western Railroad Co., is constructing this week a fine turnpike, which shortens the distance to the northern suburbs by nearly a mile.

KENNER CRAWLEY.

#### Railroads Encourage Industries.

According to the *Wall Street Journal*, Northern railroad men who have recently visited the South are much pleased with the development in this section. They give much of the credit to the consolidation of railroads into such systems as the Illinois Central, L. & N., Southern and Plant lines. A few years ago cotton was the principal product raised in the South, but the railroads have been encouraging other industries, such as iron, coal, lumber, cotton-spinning, cattle-raising, etc. Money has been furnished by the railroads to open new factories and the lines are beginning to get some of the benefits. Ten carloads of fruits and vegetables are now shipped North where one was five years ago. The Southern roads are the most prosperous in the country at present.

## COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

#### For Summer Tourists.

The annual book of summer tours issued by the Merchants & Miners' Steamship Co. for 1899 is, as usual, very attractive. It comes from the press of Messrs. A. Hoen & Co. of Baltimore, and the illustrations and typographical work are very artistic. The book contains a large amount of information of special value to travelers over the routes of the Merchants & Miners' Company, and the pages of the book are adorned by fine illustrations of scenery of resorts reached by its service. For the benefit of summer tourists a large number of routes are mapped out.

#### The Southwest Congress.

At the congress recently held at Wichita, Kans., in the interest of commerce from Southwestern ports and irrigation, representatives were present from all of the Southwestern States and Territories. In all, twenty-three States were represented. The sentiment of the congress was in favor of opening additional seaports on the Gulf, and especially on the Texas coast. It is argued that the growth of the export business from such cities as Galveston and Port Arthur render more exporting points imperative.

#### Deeper Water at Galveston.

The depth of water in the channel leading to Galveston harbor has reached twenty-nine feet, an increase of six inches within one week.

The cattle shipments from this port to Cuba during May have been the heaviest of any since the exporting of live-stock was inaugurated. The clearances comprised eight vessels, containing 4349 head. All of the cargoes were sent direct to Havana and in competition with South American stock.

#### Jottings at the Ports.

The Robert Poole & Son Co. of Baltimore has recently sent to the Russian market a consignment of machinery, valued at about \$30,000, which will be used for rolling mills.

Another tow of Alabama coal was recently shipped from Greenville, Miss., for the New Orleans market. A number of barges are now being loaded, which will be sent to the same point in a few days.

The work of deepening the harbor of Mobile will begin in a few days. The National Dredging Co. has secured the contract. An appropriation of \$600,000 has been made by the government for this purpose.

Orders have been given by the Southern Pacific Railway Co. to complete the improvements at Sabine Pass as soon as possible. They include the construction of a number of side-tracks, also considerable dredging.

Arrangements have been made to consolidate the Tolchester and Sassafras River steamboat companies of Baltimore. The capital of the Tolchester Company is to be increased to \$250,000, and the combined company will have this title.

The locomotives ordered by the Swedish government of the Richmond Locomotive Works have been completed and will be shipped from Newport News direct to Copenhagen, from which point they will be transferred to Sweden. There are twenty in all.

The Tennessee legislature has appointed a commission to take up the

question of improving the Cumberland river. This commission will gather information about the benefits of deepening the channel and agitate the question at the next session of Congress.

Work of improving the Savannah river in the vicinity of Augusta has begun. The improvement will include a series of jetties about eighteen miles below the city, which, it is calculated, will considerably increase the depth of water between Augusta and the mouth of the river.

The St. Louis & Tennessee River Packet Co. of St. Louis has absorbed the Paducah & Tennessee River Co. and the Tennessee River Packet Co. These will give the St. Louis corporation entire control of the business on the river named. It will have eight steamboats in operation.

A contract for furnishing the French government with Maryland and Ohio tobacco has been awarded to Messrs. A. Schumacher & Co. and J. D. Kremelberg & Co. of Baltimore. The contracts will aggregate about 9,000,000 pounds, most of which will be exported by way of Baltimore.

The William R. Trigg Shipbuilding Co. of Richmond is desirous of securing contracts to construct some of the six cruisers which the government has decided to build. The Secretary of the Navy recently visited the plant of this company at Richmond and was apparently much pleased with its advantages.

Shipments of iron ore are again being received in this country from the Spanish mines. The steamship Tampico recently arrived at Sparrow's Point with 3100 tons from Bilbao. The ore in the vicinity of the Spanish city is of a very fine quality, and large quantities were shipped to Sparrow's Point prior to the Spanish-American war.

The steamship Tampican recently cleared from Pensacola, Fla., drawing twenty-five feet seven inches of water. This is the greatest depth of any vessel which has yet left the port. The work of dredging the channel to a depth of thirty feet is now in progress, and it is calculated that these figures will be reached in the near future.

The Old Dominion Steamship Co. will add another vessel to its service on Hampton Roads and tributary waters. It has had a steamer built which is called the *Mobjack*. The vessel is 165 feet long, and has a capacity of 450 tons. It will run between Norfolk and the tidewater counties on the western shore of the Chesapeake bay in Virginia.

The Snyder Banana Co. of Mobile has determined to further increase its service at that port by establishing a line of vessels to several of the important Central American cities in addition to those which are now included in its schedules. It is expected that a quantity of coffee as well as hardwood will be brought to Mobile as a result of the increased service.

The business men of Charlotte, N. C., have determined to organize a chamber of commerce. At a recent meeting of the prominent citizens a temporary organization was formed, with J. W. Jenkins as secretary.

The board of directors of the Commercial Club of Louisville, Ky., has elected J. C. Van Pelt, secretary; M. M. Cassady, corresponding secretary, and Charles C. Carter, treasurer.

W. E. Green has been appointed general superintendent of the Kansas City, Pittsburg & Gulf Railway Co. His headquarters will be at Texarkana, Ark.

## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

#### SOUTHERN RAILWAY PLANS.

Extensions to Be Built—New Depots and Other Improvements.

The indications are that the Southern Railway Co. will be a prominent factor in railroad construction during the present year. The *Manufacturers' Record* learns upon excellent authority that it intends constructing thirty-two miles of line in South Carolina immediately on what is to be known as the Savannah extension. It is probable that the rest of the mileage necessary to complete the system to Savannah will be let to contract within a few months. In addition, the management is considering a survey for the extension from Chattanooga, Tenn., to Stevenson, Ala., on the Memphis & Charleston division. This is the last of a series of surveys, and will probably result in contracts being let in a few days. This section is about thirty-five miles long. There is a strong probability that the company will also make further important extensions.

In addition to the depot to be built at Richmond, the company has determined to erect a passenger station at Danville, Va., and has approved plans for its construction. It will be nearly 200 feet long, thirty-five feet in width, and will have a train shed nearly 400 feet in length. The principal building will be constructed of brick and granite, heated by steam, and the exterior will be very elaborate in character. The plans were prepared by Mr. Frank P. Milburn of Charlotte, N. C. The building will cost about \$20,000. The Southern has also made arrangements to erect a freight depot at Rome, Ga., which will cost \$50,000.

The company has made a formal announcement of the lease of the Mobile & Birmingham, and the acquisition of the Carolina Midland and the Seivern & Knoxville Railroads. The principal officers of the new division, according to the president's orders, have been retained.

A dispatch from Columbia, S. C. announces that the company is now ready to construct the proposed union depot in that city. Several sites have been examined for the structure, which, it is estimated, will cost fully \$50,000.

#### An English View of B. & O.

In a recent issue the *London Statist* takes a very hopeful view of the future of the Baltimore & Ohio under its new management. In an exhaustive article upon the possibilities of the company it says:

"As the reorganization plan thoroughly recast the charges there is little or no danger, even in the event of another period of severe depression, of the company being unable to meet its liabilities. Further, it has been provided with ample capital resources to meet all its requirements for many years to come. Lastly, during the period of receivership very large sums of money have been spent upon the property out of revenue. Of course, whether or not the company will succeed in earning large profits for its ordinary stockholders more or less depends upon its ability to obtain remunerative rates. At the present time its average freight rate is very low. The decline in rates which occurred in 1898 was, indeed, so serious that the receivers appealed to the interstate commerce commission to protect the company against illegal cutting, which action has resulted in the maintenance of rates during the



present year. Still, there has been no recovery, and consequently the company will not be able to earn as large profits as it would have done had the severe fall in rates which occurred in the second half of 1898 not taken place. How keenly the Baltimore & Ohio has to compete for business, and how essential it is that its roadway and rolling stock should be in the finest condition, is evident from a comparison of the average rate it obtains per ton per mile with the rates received by the other trunk lines. In the twelve months to June 30 last the company received an average rate of .46 of a cent, as against the Pennsylvania's rate of .499 cent, the New York Central's .55 cent and the Erie's .56 cent. The rate obtained by the Baltimore & Ohio Southwestern, which in future will form an integral part of its system, was .55 cent. To work profitably at these low rates it had in the twelve months to June 30 last increased its average trainload upon its main line to 314 tons. On the Southwestern system, however, the load was only 237 tons. The company now possesses a quantity of 50-ton steel cars, and is said to be capable of running trains of great capacity. Its average trainload in the present year should thus be increased, and in 1899-1900 a very large addition to the trainload may be expected.

"These efforts to work on the most approved economical conditions should enable the company to earn large profits, even with rates as low as they are at present; providing, of course, they do not fall much further. We should add that the feeling among the various lines at the present moment in favor of maintaining rates is exceedingly good, and in spite of the ability of the companies to work profitably, even with lower rates than at present, it is possible there may for a time be no further decline."

#### Strengthened Its Position.

The recent acquisitions to the Southern Railway system are regarded by conservative financiers as additions which will strengthen the company's position in the South and increase its business. Commenting upon this point the Financial Chronicle in a recent issue says:

"The Southern has during the last few months absorbed a number of other roads. The South Carolina & Georgia is perhaps the most important of these. We showed at the time that transaction occurred that under the peculiar circumstances which had arisen in the rivalry between the different systems in that part of the South the control of that road had become almost indispensable to the Southern. Holding it, the position of the latter is measurably strengthened. Some months before the Southern incorporated in its system another desirable line. We refer to the Mobile & Birmingham. The value of this line will be obvious to anyone from a glance at the map. It furnishes the Southern with an outlet on the Gulf of Mexico at Mobile. In view of the changes which the Spanish-American war has made in the relations between this country and the West Indies, and the certainty of a resulting great development in American trade with those islands, the advantage which possession of such an outlet gives will be readily appreciated. Besides this, the Southern a short time since absorbed the Northern Alabama Railway. This runs from Sheffield, Ala., to Parrish, Ala., and embraces about 120 miles of road in an important iron and coal territory. Lately also the Southern Railway and the Louisville & Nashville jointly purchased some twenty-five miles of road in the vicinity of Birmingham from the Tennessee Coal & Iron Co. Altogether the Southern has added in

these various ways about 850 miles of road. As far as we can learn no disposition exists to spread out for the mere sake of expansion. These roads have been acquired in order to protect and perfect the system, and because the opportunity was presented to acquire them and the management had to avail of it or let it pass. It should be borne in mind, too, that the most of these properties have recently passed through drastic reorganizations. The Southern Railway now takes rank with the largest systems of the day. The mileage directly operated before the new additions was 5255 miles; the added lines will bring the total up to 6100 miles. But the company also has 2441 miles of affiliated mileage, comprising such roads as the Central of Georgia, the Cincinnati, New Orleans & Texas Pacific, the Alabama Great Southern and the Georgia Southern & Florida. Including this, the system embraces over 8500 miles."

#### Important Louisiana Project.

The plan to build a railroad through Washington and St. Tammany parishes has been revived, and the business men of this portion of Louisiana are agitating the question of constructing such a line. What is known as the East Louisiana Extension Railroad Co. is now being formed. It will be capitalized at \$250,000, and a correspondent of the Manufacturers' Record writes that about \$60,000 has already been subscribed in stock. The route is from Covington, the terminus of the East Louisiana Railroad, to Franklinton, a distance of thirty miles. The road will extend fifteen miles in St. Tammany parish and an equal distance in Washington parish. It will reach several well-known summer resorts, and it is stated the resources of the country through which the road will run are as yet undeveloped. The population of Washington parish is about 12,000. The land now under cultivation is something more than 150,000 acres, on which 20,000 bales of cotton are raised annually, besides 100,000 bushels of oats. Sugar-cane, potatoes, fruits and vegetables are also raised. The lumber industry is awaiting development, there being but a few small saw mills, and no lumber is shipped. The amount of yellow-pine timber in Washington parish alone is estimated at 200,000 acres, and that of hardwood at 60,000 acres. There are large cattle ranges, and sheep, beef cattle and poultry are shipped in quantities. The merchants at Franklinton handled \$250,000 worth of goods, which they were compelled to haul from Covington by team, while fully that amount was handled by the smaller towns throughout the district. W. W. Ballington of Franklinton is chairman of the executive committee promoting the enterprise.

#### Gulf & Ship Island Extensions.

The extensions contemplated by the Gulf & Ship Island Railroad, if all carried out, will mean fully 150 miles of new railroad in the State of Mississippi. The original intention was to construct this road from its present terminus, Hattiesburg, north to a connection with the Gulf & Chicago Railroad at Pontotoc, Miss., forming a north and south line the entire length of the State. It is now announced that the company has not only determined to build the extension referred to, but will also have a line from Hattiesburg to Jackson, and will extend the Columbia, Lumberton & Gulf Railroad, which it leases, from Lumberton to Columbia. The Gulf & Ship Island was built largely through the efforts of the syndicate of Pennsylvania lumbermen who control extensive areas of timber land in Southern and Central Mississippi.

S. S. Bullis is general manager of the company at Gulfport, Miss.

The quarterly report of the Gulf & Ship Island Railroad Co., recently filed with the Mississippi railroad commission, gives an idea of the prosperity of this line. It shows total receipts from the passenger department, \$12,033.72; total receipts from freight department, \$49,652.52; total receipts from all sources, \$61,985.74; operating expenses, \$35,533.75; net earnings, \$26,431.99. This is an increase of over \$3000 over the net earnings for the corresponding quarter of last year.

#### A Reported Combination.

The recent purchase of the Gulf & Interstate Railroad by a company headed by Mr. J. C. Osgood, it is understood, means that the Gulf & Interstate is to become the Galveston extension of the Kansas City, Pittsburg & Gulf system. The latter road, which is now in the hands of receivers, will probably be reorganized and placed under control of the new company within the next few months. At present its tidewater terminal is at Port Arthur, Texas. According to a New York dispatch, the firm of Ladenburg, Thalmann & Co., bankers, of that city, are taking an active interest in the reorganization of the Kansas City, Pittsburg & Gulf, and Mr. Osgood is considered as representing them in the purchase of the Gulf & Interstate. This combination will give the Kansas City, Pittsburg & Gulf a direct line over its own tracks from Kansas City to Galveston, and two important seaports on the Gulf coast. The Gulf & Interstate road is about seventy miles long, and was originally promoted by populists. It has been in operation about three years.

#### The Choctaw & Memphis.

Work on the Choctaw & Memphis Railroad is progressing at such a rate that it is completed to a point within 112 miles of Little Rock. Tracklaying has begun on the western division, but is to commence also at Little Rock, the constructors working west, about July 1. About 200 men are at work on the site of the bridge across the Arkansas river at Little Rock, while forty-two miles of track on the section between Memphis and Little Rock are to be relayed with heavier rails, which have been purchased. The road will enter Little Rock by a belt line about seven miles long, which is now being completed. The station here, it is estimated, will cost about \$25,000, and plans are now being prepared.

#### Granted Right of Way.

A Richmond dispatch is to the effect that the city council has approved the ordinance allowing the Richmond, Petersburg & Carolina and the Chesapeake & Ohio companies right of way through certain streets in the city to reach their proposed terminals. This removes the last obstacle in the way of the union depot and approaches which is to be built by the Chesapeake & Ohio, and which may also be used by the other company. The Richmond, Petersburg & Carolina, as already stated in the Manufacturers' Record, will form the northern extension of the Seaboard Air Line, and it is understood the work of completing it to Richmond will be pushed forward as rapidly as possible.

#### From Pittsburg to Florida.

A Pittsburg (Pa.) dispatch is to the effect that the proposed railroad from Clifton Forge, Va., through a portion of West Virginia is intended to form a link in a new road from Pittsburg to the Florida coast. It is stated that at present Florida

tourists and other passengers for this portion of the South are obliged to go nearly 300 miles out of a straight line. By constructing the line referred to it would connect with the Pittsburg, Virginia & Charleston division of the Pennsylvania and the Chesapeake & Ohio at Clifton Forge. At Richmond connection would be made with the Southern system and the Seaboard Air Line now being built to that city.

#### To Build to Savannah.

The Georgia & Alabama Railroad Co. has taken the last step to connect it with Savannah. It has let a contract for grading from Meldrim to Savannah to L. W. Wright of Macon, Ga. This extension, which is about sixteen miles long, will connect the Savannah line with the terminals which the company is now constructing on Hutchinson's Island in Savannah. At present the Georgia & Alabama utilizes the Central of Georgia tracks from Meldrim to the city, but with the extension completed will have an independent route of its own.

#### Cars for Southern Roads.

The Southern Car & Foundry Co., recently formed with \$2,000,000 capital stock, which will control the principal car works of the South, is understood to include large stockholders in the Louisville & Nashville, the Nashville, Chattanooga & St. Louis and the Southern Railway companies. It is reported that the railroad companies referred to will have a large portion of their rolling stock constructed at the works included in the combination as a result of their interest.

#### New Cars for C. & O.

The Chesapeake & Ohio Railroad Co. has added several new drawing-room and sleeping cars to its equipment, which will be placed in service between New York and Cincinnati. The cars were named after rivers along the company's lines, and in this respect are an innovation in titles. They have the latest improvements, and each is divided into twelve sections. The cars are among the finest which have ever been placed in service in this country.

#### New Railroads in Texas.

It is announced that the Missouri, Kansas & Texas is about to begin work on the extension of its line from Jefferson, Texas, to Shreveport, La., also from San Marcos to San Antonio. The Houston & Texas Central Company is also about to let contracts to extend the Austin & Northwestern Railroad from Burnet to Lampasas, a distance of twenty miles.

#### The Contract Let.

The Southern Railway Co. has let contract for the portion of its line in South Carolina from Seivern to Cayce's Station, near Columbia. This road will be thirty-two miles long and give it a connection with the Seivern & Knoxville Railroad and Carolina Midland line recently acquired. Messrs. T. B. Jones & Co. of Baltimore have secured the contract.

#### Railroad Notes.

The Citizens' Rapid Transit Railroad lines have been sold to the syndicate which controls the Nashville Street Railway Co. and the Nashville & Suburban Railway of that city. The Rapid Transit Company owns ten and one-half miles of line.

The Norfolk & Western Railroad Co., it is announced, has placed an order for 1000 coal cars, each of which will have a capacity of fifty tons. The cars will be used for transporting coal from the West



Virginia mines to the seaboard and the West.

In a letter to the Manufacturers' Record Mr. J. W. Thomas, president of the Nashville, Chattanooga & St. Louis Railroad Co., writes that the report is incorrect that the company intends changing its route between Chattanooga and Atlanta.

The Baltimore & Ohio Railroad Co., it is announced, has decided to construct several coal docks at Curtis Bay, in the southern suburbs of Baltimore, which will have a capacity for handling 2000 tons of coal an hour and loading eight vessels at one time.

Mr. J. W. Thomas, Jr., who invented a system of railroad block signals several years ago, has sold his patent to a New York syndicate. The invention is used on the Nashville, Chattanooga & St. Louis Railroad, of which Mr. Thomas is manager, and is considered to be an excellent one by railroad experts.

The United Railways & Electric Co. of Baltimore has recently purchased property in the southwestern suburbs, which will be utilized for repair shops. In connection with this announcement it is stated that the company may also construct a portion of its own cars and equip the shops with this end in view.

The Houston & Texas Central, in connection with the Fort Worth & Denver City Railroad, has placed in service between Houston and Denver, Col., five new sleeping cars, which have recently been constructed by the Pullman Car Co. The cars are models of rolling stock, and are elegantly finished and equipped.

The Union Lumber Co. informs the Manufacturers' Record that the railroad which it is constructing from Tifton to Thomasville, Ga., will be the means of developing over 50,000 acres of timber land in Colquitt and Thomas counties, in that State. The company has purchased quite a quantity of rails for its line. H. M. Atkinson of Atlanta is president.

The Licking Valley Railroad, extending from a connection of the Chesapeake & Ohio through a portion of Menifee county, Kentucky, has been placed in the hands of the courts, and it is understood will probably be reorganized. The road is about sixteen miles long. J. W. Harman of Oldtown, Me., and J. Clay Cooper of Mount Sterling, Ky., have been appointed receivers.

A train on the Philadelphia, Wilmington & Baltimore division of the Pennsylvania Railroad recently made the run from Washington, D. C., to Perryville, Md., on the Susquehanna river, at the rate of sixty miles an hour. Between the towns of North East, Md., and Newark, Del., a distance of twelve miles, but eight minutes were required, a rate of ninety miles an hour.

The Illinois Central Company has determined to place in service forty-five engines on its Southern division to carry the increased freight shipments in order to meet the demands of its passenger business. According to the statement of Vice-President Harahan, the business of this line in Mexico is steadily increasing, much of it being sent from the company's terminals at New Orleans to the republic.

Orders recently received by the Georgia Car & Manufacturing Co. of Savannah include several from South American railroads. A sample freight car was recently shipped to Brazil. The company also has contracts for 1000 coal cars for the Laclede Construction Co. of St. Louis, twenty-five cars from Chicago, forty cars for the Southern Oil Co. and fifteen for the Richmond, Petersburg & Carolina Railroad.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

### PURE WATER IN MILLS.

Excellent Results Obtained from Filtration in the North.

With the increased tendency to diversified products in the Southern textile industry the matter of a constant supply of clear water in the mills is becoming of greater importance than ever. Uniformly clear, bright water means uniform shades of color, no shutting down on account of turbid water, and less repairs to boilers, machinery, piping, etc.; in short, less expense in maintaining the grade of products. Individual filters are in use in a number of mill centers of this country, North, South, East and West, in cotton mills, dyehouses and bleacheries. Those who have tried them are ready to speak of the good results obtained from them. The Tivoli Mills of Cohoes, N. Y., has been using the filters for sixteen years, and they have never failed to give satisfaction. Mr. A. J. Root, president of the company, says that a 10-foot filter furnishes all the filtered water required, about 200,000 gallons a day, and washing and rinsing 5000 pounds of fine white and delicate knit goods. The water is from the Mohawk river, and is extremely muddy several times during the year, particularly during the spring and fall freshets. When the river is at its worst the water comes clear and clean from the filter, and leaves not the slightest trace of discoloration on the most delicate white fabrics. Even when comparatively clear the river carries considerable impurities, and consequently the filter is kept at work continually, as it has been found improving to the appearance of the goods.

Mr. W. P. Brayton, superintendent of the Mohawk Valley Knitting Mills of Mohawk, N. Y., has been able to save by the use of a filter \$1165 a year, inasmuch as the mill was able to discontinue the village water, which cost \$1 a day, and to substitute the canal water, which, being soft, made a saving of \$800 a year in the soap bill. Another mill using the Mohawk water was obliged to stop two or three weeks at a time for the water to settle before the goods could be properly washed. George C. Hetzel & Co., manufacturers of worsted and woolsens, of Chester, Pa., spent a great deal of money in attempting to get pure water. They pumped the water directly from the Delaware river, and the condition of the water is so variable that it was impossible for the firm to count with any certainty upon duplicating shades in its dyeing operations, but since the filter has been used a dyer is able to obtain first-class results at all times. The Woonasquatucket at Providence, R. I., is held by its users to be about as filthy a stream as there is in the country, yet a dyeing, bleaching and calendaring company of Providence are filtering about 500,000 gallons of the water a day in bleachhouses and in boilers with the most satisfactory results. A dyer of the District of Columbia who has used the filter for ten years writes as follows: "Potomac water is sometimes altogether unfit to use without being filtered. If you know of anybody around here who wishes to convince himself of the merits of this filter send him to me and I will

gladly show him what amount of mud can be taken daily from the water supply of the United States Capital."

### Activity in Cotton-Mill Building.

[Special Cor. Manufacturers' Record.]  
Charlotte, N. C., June 6.

If there is anyone disposed to question the figures given in last week's Manufacturers' Record as to the extent of the new textile development in the South, a trip to this section and a personal inspection of the field will convince him that the Manufacturers' Record is right, as usual. The estimate made as to the money investment in new cotton mills in the South is, if anything, rather below than up to the actual mark. For two years past the increase in the number of spindles and looms has been steady and unchecked, and the indications are that the record of the present and the coming year will be yet more surprising. So fast do the spindles and looms multiply that the figures made one month must be revised the next. Only those who make it a business to keep up with the growth of the Southern cotton-milling industry can have a proper realization of its pace. The story of what has been accomplished in two years and what is in prospect of accomplishment in the immediate future would be sufficient to open the eyes of the world could it be properly told—could all the facts be collected and presented in a clear and concise form. As to the outlook, the case of a single town alone may be taken as indicating the general drift in the South. The big Olympia cotton-mill enterprise at Columbia, S. C., has been successfully launched, and the Columbia Mill, already a large one, is to double its capacity. These are achievements set down for the next twelve months in this town alone, and the State, of that city, says that Columbia will then have five mills, with an invested capital of \$5,000,000 and operating 6000 looms and 250,000 spindles. This is one of the promises of the continued and extensive development of the cotton-milling industry in the South.

Glancing back at what has been done recently, the record of the territory within a radius of 100 miles of Charlotte may be given as a part of the record made in all the cotton-growing section of the South. An illustrated handbook of Charlotte, published in 1896, printed a map showing a circle 100 miles around Charlotte, inside of which were cotton mills operating 1,633,227 spindles and 44,383 looms. A new edition of this book is now being prepared, and the same map is to be published, but with a revision of the cotton mills. The new map will show that the spindles within this prescribed territory have increased since April 15, 1896 (when the first map was made up), to 2,238,451 on April 15, 1899, the date of the latest compilation, and the looms have increased to 62,355. The name and location of each mill is given, and there is no going behind the record. These facts are sufficient to sustain the claims made recently of the remarkable textile development in the South. The prospect for the future is certainly bright, and the time is coming when any county in the Southern cotton belt that may be caught without a cotton factory will be ashamed to own the fact.

### Dividends of Cotton Mill at Huntsville.

In the city of Huntsville, Ala., the Huntsville Cotton Mills, the pioneer institution of the city, has just declared 25 per cent. dividend for the current year, 15 per cent. to be paid at once to stockholders and 10 per cent. to be retained in the reserve fund. It is claimed that for the ten years past, counting money origi-

nally invested and present value of plant, the capital invested in this cotton company has been worth more to the investors than if placed at interest at 25 per cent. per annum. The mill has paid off bonds to the extent of half of the original cost, has doubled its capacity twice, and is now out of debt.

### Mill of 20,000 Spindles.

The Belton Mills Co. of Belton, S. C., has been incorporated, with capital stock of \$350,000, to erect a cotton factory of 15,000 or 20,000 spindles and operate an 18-ton oil mill and 50-barrel flour mill, already established. The incorporators are Messrs. R. A. Lewis and J. T. Rice of Belton, F. J. Pelzer of Charleston and E. A. Smyth of Pelzer. The capital has been fully subscribed, and steps will be taken for the early erection of the plant.

### Textile Notes.

The Oxford Knitting Mills of Barnesville, Ga., will put in additional machinery.

The Franklinville (N. C.) Manufacturing Co. will enlarge and improve its cotton mill.

Mr. Burgess Little of Montevallo, Ala., is endeavoring to organize a cotton-mill company.

The erection of a cotton mill at Lexington, Miss., is talked of, Mr. H. W. Watson being interested.

The American Spinning Co. of Greenville, S. C., declared an annual dividend of 8 per cent. recently on its capital of \$125,000.

It is stated that the necessary stock has been subscribed for at Huntsville, Ala., to ensure the establishment of a cotton mill.

The Millfort Mill Co. of Fort Mill, S. C., will put in 175 new looms, and in order to make space for same is preparing its basement.

It is proposed to form a \$100,000 stock company at Dublin, Ga., to build a cotton factory, and over \$50,000 has been subscribed already.

It is stated that Mr. T. W. Pratt and associates of Huntsville, Ala., are corresponding with parties relative to the establishment of another cotton factory in Huntsville.

Mr. E. W. Brawley of Mooresville, N. C., is progressing with the organization of his cotton-mill company. Stock is being subscribed and site for the plant is in view. Steam-power will be used.

There has been organized at Shelby, N. C., a stock company to erect a cotton manufactory. A site for the enterprise has been selected, but no further particulars regarding it are as yet obtainable.

Officers elected of the Valley Falls Manufacturing Co. of Leno, S. C. (reported fully last week), are president, T. R. Trimmier; J. M. Splawn, general manager, and L. P. Epton, secretary-treasurer.

The Ewing Knitting Mills of Dillon, S. C., has been incorporated to operate the plant lately noted as established by Dr. J. P. Ewing; capital stock is \$6000. Other incorporators are R. R. Hays and J. M. McNaull.

It is proposed at Albany, Ga., to organize the Dougherty County Manufacturing Co. for the erection of a cotton factory. It is contemplated to issue bonds for \$50,000 and capital stock for \$50,000, thus providing for a \$100,000 mill.

It is reported that Northern parties and Mr. Moses H. Cone of Greensboro, N. C., have closed negotiations providing for the establishment of a large cotton factory. It is stated the factory is to pro-



duce a line of goods not now produced by any mill in the South.

The J. Snow Hardware Co. of Tuscaloosa, Ala., has purchased twenty-eight more looms in New England shops and had them shipped to its mills. The looms now in place number ninety-eight, and there are 2758 spindles running; the product is drills and sheetings.

The Daniel Manufacturing Co.'s new mill at Lincolnton, N. C. (reported at length last week), will include main structure two stories high, 152x75 feet, with 40x75-foot picker-room and a 64-foot square boiler and engine house, thirty operatives' cottages, etc. Equipment of 5000 spindles and combers will be put in.

It is stated that Mr. L. W. Parker, president of the Victor Manufacturing Co. of Greens, S. C., is negotiating for the accession of Northern capital for the purpose of enlarging his company's mill. It is contemplated to double the plant, which now has 12,000 spindles and 292 looms, requiring an expenditure of about \$200,000.

The Meridian (Miss.) Cotton Mills will make considerable improvements and add new machinery. In order to provide the funds necessary the capital stock will be increased from \$120,000 to \$168,000. The erection of a weaveroom will be awarded at once, and in it will be placed 282 new looms, increasing the total of looms to 400.

The establishment of a cotton mill is talked of at Watkinsonville, Ga., and Messrs. A. W. Ashford & Son are interesting themselves in the project. It is likely that a building and power (now used for grist mill and ginnery) will be utilized for the enterprise. Manufacturers of and dealers in cotton machinery are invited to correspond.

The Mascot Knitting Mills of Sweetwater, Tenn., is putting in new machinery that has been purchased recently. The machinery includes twelve knitters, a rib framer and a looper, increasing the company's output by 100 dozen pairs of hosiery daily. This gives the mill a capacity of 600 dozen pairs, or 15,000 per month. The employees will be increased to 125 hands.

Capt. J. B. James will be vice-president of the Fort Valley Cotton Mill Co. of Fort Valley, Ga., reported last week as proposed. The promoters of the enterprise will appoint a committee to visit the milling centers in Massachusetts and North Carolina before definite decisions are reached regarding just what size plant will be contracted for and what goods will be manufactured. A capital of from \$25,000 to \$50,000 is to be invested.

The proposed company at Greensboro, Ga., has formally organized and elected officers, etc. The directors are Messrs. E. A. Copeland, W. R. Jackson, W. P. McWhorter, A. H. Smith, J. B. Park, Jr., John W. Wright and C. E. Monfort. Of those mentioned, Monfort is secretary-treasurer; Jackson, vice-president, and Copeland, president. The company will have a capital stock of \$100,000, and arrangements will be made for an early commencement of work on the plant.

The stockholders of the Cherokee Falls Manufacturing Co. held their annual meeting at Blacksburg, S. C., last week. Business of the company for the year was shown to be most satisfactory, evidenced by the declaration of a dividend of 6 per cent., payable July 1, and 6 per cent., payable November 1. The debt of \$40,000 with which the mills commenced the year is being liquidated, and will be entirely paid by January. Besides this, there has been 2300 spindles and 100 looms added.

## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

### The Market for Cottonseed Products.

New York, N. Y., June 7.

Owing to the quiet and sort of holiday feeling which still pervades the market for cotton oil, nothing of importance has been transacted since our last. The market may be said to be still in a state of promise, holders confidently predicting active trading within the next twenty days. There is strong evidence of a much firmer undertone, inasmuch as estimates are being urgently sought with regard to available supplies for export purposes. The statement is admitted by those interested other than sellers that supplies have worked down in Europe to a point that is likely to start up demands thence at any time, and it has been noticeable that those people on the Continent who had parted with some of their holdings in the belief that they could resupply easily to their advantage, have within the week been a little more anxious over the offerings in American markets, while advancing their bidding a little. While the lard market still continues its fluctuating and generally unsatisfactory course, tallow, on the other hand, has been strengthened by the substantial advance in England. September lard, Chicago, is quoted at 5.10 cents, a large receipt of hogs all over, together with the reported yellow-fever case in New Orleans, tending to further depress the market. Tallow is strong here at 4 1/4 cents, the advance in Europe and decreasing stocks of English producers and consumers giving the local market a very strong tone. There is a shade of apprehension in the trade, due to the report of a yellow-fever case in New Orleans, already referred to, that transportation facilities may be hampered, if not worse, as a result. The situation in the South remains practically unchanged, with the exception that the statistical position of cotton oil is better defined, promising for the near future all the predictions which have been made of it. While stocks in shipping points are reported to be in goodly supply, the bulk of same is undoubtedly held by producers. A New York authority has this to say: "While exporters are bidding as high as 25 cents for very good off oil for the United Kingdom, as these markets are getting down in stocks and coming up to ours in values, but 25 1/2 cents was asked for such oils, though 25 cents would buy good off and 24 cents dark red oils. But the Continent does not appear to be in the market so far this week for prime. Other grades nominally steady. New Orleans is selling small lots of off at 23 to 23 1/2 cents." The following are closing prices: Crude, 20 to 21 1/2 cents; crude, loose f. o. b. mills, 17 to 17 1/2 cents; crude, loose f. o. b. mills, 13 to 16 cents; summer yellow, prime, 25 1/2 to 26 cents; summer, choice, 26 to 26 1/2 cents; summer, off grades, 24 to 25 cents; yellow, butter grades, 27 to 30 cents; white, 30 to 30 1/2 cents; winter yellow, 29 to 30 cents, and salad oil, 30 cents. Hull (England) refined oil is quoted at 15s. 6d., June-August. Concerning supplies of prime oil in the South, very little can be depended upon, the quantity decreasing as the hot weather continues. There is nothing to be said new concerning the cake and meal market.

The Rodney Oil & Gin Co. of Rodney, Miss., closed a contract for a 40-ton mill on the 3d inst. Work will be started immediately. The new oil company is com-

posed of the most prominent business men of that section.

### Two Views on the New York Market.

Oil, Paint and Drug Reporter of New York, reviewing the cottonseed-oil market, says:

"Cottonseed, Refined.—If the business of the past week has not been heavy it has been of respectable proportions, considering the small quantity of really available stock, and the tendency has been unmistakably toward a hardening of values. The home trade has been unusually good, and considerable stock has gone into consumption through this channel. All the foreign markets except England, which is bidding for oil, are up about 3 1/2 fcs. from the lowest point. Exporters have been bidding all the week for the cheap lots of good off and prime oil, without success until Friday, when they cleaned up the market of all the available off yellow at 24 1/2 cents and prime at 25 cents, and at New Orleans at 23 cents for reddish and 24 cents for a good grade off yellow, the market closing at 26 cents for prime yellow and 25 cents for off yellow. What few arrivals have come to hand have been taken for export or for home consumption, and in addition there have been several round lots taken from store by refiners, notwithstanding the 'statistician of the Dismal Swamp' to the contrary. There is more demand for choice grades of summer yellow, and several sales are reported at 26 1/2 cents. Winter yellow is also doing better, and sales of several round lots could be placed at 29 cents, but makers decline to shade 29 1/2 cents. Off grades of summer yellow of a good quality are not plentiful, and it would not be surprising if they worked up to nearly a parity with prime. There is more or less stock of reddish grades, for which 24 to 24 1/2 cents is asked, but these are gradually being worked off, and daily are becoming a less important factor than heretofore."

New York Journal of Commerce June 3 on the same subject says:

"Cottonseed oil remains as stagnant as the Dismal Swamp, near which it was grown, buyers being 'stubborn as mules' since we lately published the estimated stock in New York, which has not been reduced since, but rather added to, as neither export nor home buyers have been disposed to anticipate their wants with a good supply assured to another crop. At some time there are other soap stocks still cheaper than cotton oil even at its discounts under the prices of tallow, for olive-oil foots are a drug in this market at 2 1/2 to 3 cents per pound, with less loss and better results than in using cotton-oil foots. This state of affairs makes the foreign soap-stock market still weaker than here, and hence the lack of demand from the Mediterranean for off oil. Only 200 barrels oil have come out of store here this week for export, and 500 taken on arrival from docks and 300 do. to the local trade, while 500 barrels arriving have gone into the Terminal Warehouse stores, which have taken a good deal for the past month as an overflow from the regular Brooklyn stores."

These views are radically different, but the Manufacturers' Record is reliably informed that the Oil, Paint and Drug Reporter's view of the situation is correct.

### Cottonseed-Oil Notes.

The citizens of Mariana, Ark., held a meeting last week in reference to the erection of a cottonseed-oil mill. The committee having the projected enterprise in charge report a sufficient stock subscribed to insure the erection of the mill in time for the next crop of seed.

The Tupelo Cottonseed Oil Mill Co. of Tupelo, Miss., organized a few days ago, will, it is said, be ready for business by the 15th of September next. Contracts for the mill building and machinery were let on the 3d inst. The capital stock of the company is \$40,000. A cotton gin and grist mill will be run in connection with the oil mill.

The Atlantic Cotton Oil Co. of Sumter, S. C., was granted a charter on the 30th ult. The capital stock of the company is to be \$100,000. The incorporators of the company are Perry Moses, A. J. China, Horace Harby, A. C. Phelps, H. S. Barnett and Marion Moise. The company will do a general cotton-oil business, a ginnery business and manufacture soaps.

A charter was granted last week to the Farmers & Feeders' Oil & Cotton Co. of Sherman, Texas, with a capital stock of \$60,000. The company proposes to purchase and gin seed cotton, crush and manufacture cottonseed oil and other products. Work on the new mill will be begun at once. It is expected that the mill will begin operations in September. The incorporators are J. A. Stanfield, O. F. Wyrick and N. B. Berge, all of Grayson county.

The Greenville Cotton Oil Mill & Ginnery Co. of Greenville, Miss., was chartered last week, with a capital stock of \$100,000, with the right to increase to \$200,000. The incorporators of the company are J. D. Smythe, Capt. W. T. Randolph, Frank Wolffenden and F. D. Smythe. The new company has already purchased a tract of land near the crossing of the Yazoo & Mississippi Valley and the Southern railways, in the southeastern part of the city, and the order for machinery has been placed. The mill and ginnery will be in operation by October 1 next.

### A Valuable Work.

The book of excursion routes issued by the Pennsylvania Railroad Co. for the benefit of summer tourists is this year more attractive, if possible, than ever. As in past years, it is a work of art from a typographical standpoint. It is profusely illustrated with views showing both seaside and mountain resorts, and, with the descriptive matter included, it forms an encyclopedia to all who desire accurate information in planning their summer trips. Among the illustrations are views at Niagara Falls, in the Adirondacks, among the Thousand Islands, beach scene at Atlantic City, fleet of yachts off Atlantic City, view of Bar Harbor, Bedford Springs, rocks at Huntingdon, Pa., the magnificent view from the Blue Mountain House, view in the heart of Jack's Narrows, Crawford Notch, White mountains, gardens at Deal Beach, N. J., Delaware water gap from Winona Cliff, scene of Pickett's charge at Gettysburg, and many other points of great interest.

The Board of Trade of Clifton Forge, Va., has been organized with John Donovan, president; F. P. Staley, vice-president, and George K. Anderson, secretary.

### Western Maryland Railroad Summer Boarding Directory.

Summer Boarding Directory Booklet issued by the Western Maryland R. R., containing list of one hundred and fifty Hotels, Cottages, Farm and Private Boarding Houses located on the line of or convenient to the Western Maryland R. R., with rates, names and P. O. addresses of proprietors and other special information, can be obtained at Hillen, Union, Pennsylvania Avenue, Fulton or Walbrook Stations. Also at Ticket Office, 111 E. Baltimore St., or will be mailed to any address free. Address Thomas E. Jenkins, Passenger and Advertising Agent, Hillen Station, Baltimore, Md.



**LUMBER.**

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

**LUMBER MARKET REVIEWS.****Baltimore.**

Office Manufacturers' Record,  
Baltimore, Md., June 8.

The conditions prevailing throughout the local lumber market which were reported a week ago are still present, and the indications at the moment point to a fairly active volume of business during the year. Receipts are not heavy in any particular line of lumber, and with present stocks orders are sometimes difficult to fill. In North Carolina pine there is no cessation in the demand for round lots from first hands, and prices obtained are sometimes above the list figures. The foreign business in North Carolina pine is only moderate, the domestic demand absorbing most of the receipts. The local demand from retailers and boxmakers is fair, but not as brisk as it will be later on. The business in white pine is still heavy, the inquiry being constant and prices decidedly firm for desirable stuff. Cypress continues in moderate request, with values very steady, and stocks fully ample for all requirements. In hardwoods there is an active demand from out-of-town dealers for oak, poplar, ash, walnut and other woods, while stocks continue very light at milling sections in Virginia, West Virginia and Tennessee, from which this city draws its supplies. Furniture manufacturers, wagon shops and other woodworking factories have been good buyers during the week. Shippers report the foreign trade as in fair shape, with the demand steady, but not urgent. Stocks on the other side are in some cases quite light, and no heavy shipments are likely to be made in hardwoods while they continue so low at mills. The London Timber Trades Journal of May 27 has this to say of poplar: "The scarcity of American lumber in the European markets is probably more pronounced in the case of American white-wood (or poplar) than in any other of the goods we receive from across the Atlantic. There are no stocks whatever of this wood worth speaking of in first hands, either in London, Liverpool or Glasgow, and the price of both prime and lower grades have gone up from 10 to 15 per cent."

**Charleston.**

[From our own Correspondent.]

Charleston, S. C., June 5.

There is a steady demand for pine and cypress in the open market, and lumber prices are well maintained throughout the general list of values. Saw mills at this and adjacent milling points are all busy, and have good orders on file. There is also a good demand for shingles, and prices for the best grades are firm and higher. Shipments for the week aggregate about 2,500,000 feet of lumber, and are as follows: Clyde steamers 108,078 feet; schooner Georgetta Laurence 246,000 feet; schooner Nelson E. Newberry 500,000 feet, and barkentine E. S. Powell 470,000 feet, all for New York; schooner E. L. Cottingham 330,000 feet for Philadelphia; schooner Ella M. Storer 300,000 feet, and steamship Navahoe 42,923 feet for Boston, and schooner Greenleaf Johnson 315,000 feet for New Haven. Lumber freights are steady, with a moderate offering of tonnage. The charters reported are as follows: Schooner George E. Dudley, 357 tons, Charleston to New York with lumber at \$5.62½, and schooner Tena A. Cotton, 358 tons, and

schooner Standard, 276 tons, Charleston to New York with lumber at \$5.75.

**Savannah.**

[From our own Correspondent.]

Savannah, Ga., June 5.

The local lumber market continues to show a fair volume of business, and from nearby Georgia ports advices are very encouraging in regard to the general industry of wood products. The demand at the moment is quite pronounced, and mills at all points in Southern Georgia are very busy on orders. From the interior markets of the State the most encouraging reports are being received, and the development of timber lands and the establishment of new milling plants show great enterprise on the part of Georgia mill men. The planing mills and lumber yards at Columbus and other points are doing a better business than at any time in the past decade. More building is now going on at interior points than for some years past, and mill men are generally rushed with orders. During the past week 3,183,299 feet of lumber left this port, distributed as follows: 1,307,537 feet to New York, 966,391 feet to Philadelphia, 195,994 feet to Baltimore, 250,000 feet to Havana and 463,377 superficial feet of crossties to New York. Indications at Brunswick point to one of the largest season's trade in lumber and other wood products in the history of this important industry. The total shipments from Brunswick for the month of May amounted to 25,072,937 feet of lumber, shingles and crossties, of which 25,026,481 feet were domestic and 2,046,476 were foreign. There is a good local demand for lumber and other building material, and the builders are generally busy, there being a number of improvements under way, as well as a strong movement in the erection of buildings. The government is buying large quantities of lumber for Cuba, and there is a better foreign demand generally. The freight market is steady, with few vessels in sight of desirable sizes. The following charters are reported: Schooner St. Thomas, 654 tons, from Brunswick to Boston with lumber on private terms, and schooner Sedgwick, 475 tons, from Savannah to Boston with lumber at \$5.75.

**Jacksonville.**

[From our own Correspondent.]

Jacksonville, Fla., June 5.

The business of the month of May in every department of the lumber trade of this port has been of fair volume, but shows no material increase. The demand for lumber has been steady, and mills here and at adjacent points have all been busy, and have generally orders sufficient to keep them fully employed. The trade here at this season of the year is, as usual, lighter than at any other period, and while two of the largest plants are idle which a year or two ago were contributing largely to the lumber business of the port, the figures for May are not disappointing. During the past month the shipments amounted to 8,816,960 feet, of which 8,342,000 feet were coastwise and 474,960 were foreign. Other shipments amounted to 17,200 crossties, 2,835,000 shingles. The new Cummer mill, when completed, will add materially to the volume of business, turning out daily about 125,000 feet of lumber. The vigorous development of South Florida timber lands at present will add considerably to the business of this port in future. New saw-mill plants are being established along the several lines of railroad which have their termini at this port, and millions of feet of lumber annually will be shipped here in addition to

the output of Jacksonville mills. Prices for all desirable grades of lumber are very steady, and mill men, as a rule, are not making any concessions in order to effect sales. There is a brisk inquiry from all the usual markets of the North and East, and stocks are not allowed to accumulate. The crosstie business is showing some very favorable features, and the demand from railroads is good, with values steady. There is a fair volume of business in shingles, both for the domestic and foreign trade. Cypress lumber is selling well, with values firm and a shade higher, the sales for the month of May amounting to 200,000 feet. Lumber freights are not materially changed, the rates being firm, with a light offering of desirable tonnage. The Clyde Line steamers are going out with full cargoes, the Carib leaving on the 1st inst. with 300,000 feet of yellow pine and 1000 crossties, with other cargo, for Boston.

**Mobile.**

[From our own Correspondent.]

Mobile, Ala., June 5.

With unusual activity for this period of the season in all avenues of business at this port the movement in wood products is well maintained, and the record of the week under review is far above the average volume. The demand for both lumber and timber is brisk, and while stocks of timber are very light, only one or two vessels are on demurrage. The lack of logs and timber is said to be only temporary, and with a period of dry weather in the interior plenty of timber will be received. Hewn timber is now 13½ cents per cubic foot in the open market, and even higher figures have been paid for choice selections. Sawn timber is quoted at 12½ to 13 cents per cubic foot, 40-foot basis. Hewn poplar is in fair demand at 12 cents per cubic foot. The shipments of timber during the past week were all to ports in the United Kingdom, and aggregated 255,505 cubic feet of hewn and 144,025 cubic feet of sawn. Since September 1, 1898, the shipments of sawn timber amount to 4,156,382 cubic feet, against 2,323,395 cubic feet in 1897-98. Of hewn timber, 733,798 cubic feet have gone out of this port, against 781,196 cubic feet for the same period last year. Lumber is moving very freely, and mills, both here and at adjacent milling sections, are all running on full time and have a good supply of orders. The demand from Cuba is increasing as the season progresses, and it is said that a large trade with that island and others in the West Indies will be done during the present year. The steamship Helios sailed during the past week for Havana with 750,000 feet of lumber, being the largest cargo which ever left this port for Cuba. The steamer Ella cleared for Cienfuegos with 234,831 feet of lumber, and shipments amounting to 300,791 feet were made to Cardenas. From South and Central America the demand is steady, over 1,000,000 feet of lumber leaving port for the former country. The total shipments to all countries for the week amount to 2,802,847 feet. Since September 1, 1898, the shipments of lumber amount to 55,734,969 feet, against 42,823,485 feet last year. Lumber and timber freights are firm, with a moderate offering of vessels. The following charters are reported: Brig C. C. Sweeney, 538 tons, from Ship Island to New York with lumber at \$7.37½; schooner Sallie C. Sumner, 587 tons, from Apalachicola to Boston with lumber on private terms, and a British steamer, 1919 tons, from a Gulf port to the United Kingdom or Continent with timber at 97/6.

**Lumber Notes.**

During the four months ending April 30 Baltimore exported 18,682,000 feet of timber and lumber (manufactured) of the value of \$160,931.

The receipts of lumber at the port of New Orleans for the week ending the 2d inst. amounted to 1,862,000 feet, and for the season 72,292,500 feet, against 61,007,206 feet last year.

Bids on 22,000 acres of timber land in Harrison and Jackson counties, Miss., will be received by Prof. R. B. Fulton, chancellor of the University of Mississippi, at university until June 17.

A wealthy stock company is perfecting arrangements for the erection of a large saw mill at or near Homerville, Ga. The company has recently purchased a large tract of timber from W. H. Mattox, paying for the same \$9500.

I. W. Noell and L. J. Hale of Lexington, Ga., both prominent saw-mill men, made out of a single poplar tree 1700 square feet of lumber, 1500 laths and 450 feet of sheathing. The tree measured at the base five feet in diameter.

The Nicolette Lumber Co. of Parkersburg, W. Va., was chartered last week. The incorporators are George Ecker and William Margins of Parkersburg, F. F. Nicola of Pittsburgh, Pa., and C. W. Radeker and F. A. Coleman of Sheffield.

Messrs. Martin Diaz and Julia Miller of Cardenas, Cuba, while in Mobile last week made contracts for 50,000,000 feet of lumber to be shipped on time charters in a line of schooners that are already in operation between Mobile and Cardenas, Cuba.

It is stated that Mr. C. W. Robertson of Meridian, Miss., and associates are to erect a large planing mill at Tuscaloosa, Ala. The output of the plant will consist of moldings and other articles, and will use up the output of several lumber mills in that section.

The American Hoop Co. of Clarendon, Ark., has finished its extensive plant and commenced operations on the 29th ult. All the hoops made by the company will be of elm, which opens a market for a grade of timber that has never been in demand heretofore.

The Mobile Ventilated Barrel Co. of Mobile, Ala., has received an order through Mr. James S. Taylor of the Mobile & Ohio Railroad for 50,000 barrels to be used by a Cuban firm in shipping Irish potatoes to Cuba, which will be received at Mobile in bulk and barreled for shipment.

A tramway has been built by R. H. Bradford from Onville, in Stafford county, Virginia, to a coal landing on Aquia creek, with a capacity of 10,000 feet of lumber or other freight each trip. It is a great convenience to lumber shippers by the Potomac river to Alexandria and Washington.

A charter was issued last week to the Creston Timber Co. of Parkersburg, W. Va., for the purpose of conducting a general lumber business. The capital is placed at \$5000. The incorporators are V. B. Archer, H. J. Cook, T. G. Reitz, Thomas G. Martins and W. A. McCosh, all of Parkersburg.

The shipments of wood products from the port of Brunswick, Ga., for the month of May exceed those of any month in the history of the industry. The total shipments for the month, including lumber, shingles and crossties, aggregated 25,072,937 feet, of which 23,026,461 feet were domestic and 2,046,476 feet were foreign.

The Exchange Lumber Co. of Roanoke,



Va., was chartered last week, with a minimum capital of \$4000, to be increased to \$9000. The incorporators are Thompson W. Goodwin, president; S. W. Jamison, secretary and treasurer, and Ballard P. Huff, I. A. Jamison and James P. Woods, directors. The company will erect houses and operate a planing mill.

European capitalists have bargained for the white-oak timber on about 19,000 acres of swamp lands in Neshoba county, Mississippi, owned by Unseld & Baldwin, successors to Barber & Unseld of Clarks-ville, Tenn. The headquarters of the enterprise is at Memphis, under the management of Mr. Max Lowry. The development of this rich timber property will be vigorously pursued with a working force of about 150 men.

A new enterprise known as the Ocmulgee Co-operative Manufacturing Co. of Lumber City, Ga., was established at that place last week. The company has already erected a saw mill on the Ocmulgee river, and will continue adding machinery until the plant is completed. The output of this extensive plant will consist of lumber, furniture, crates, baskets, etc. Adjacent to the milling site is a wealth of hardwoods in great variety.

The Cheraw Land & Lumber Co. of Cheraw, S. C., was chartered last week, with a capital stock of \$20,000. The incorporators are J. M. Turner, trainmaster of the Seaboard Air Line; C. E. Johnson of Raleigh, N. C.; C. T. Omohundro of Sanford, N. C., and Ernest Williams of Lynchburg, Va. This company has recently purchased the McKay tract, consisting of 25,000 acres of timber lands along the line of the Seaboard Air Line extension lying between Cheraw and Camden.

The Georgia Saw-Mill Association held a meeting at Cordele, Ga., on the 30th ult. President H. H. Tift presided, with T. J. Agnew, secretary. A minimum schedule of prices was adopted for car sills, material and dimension stock and bridge stringers for the different grades and sizes, according to lengths, etc. The grading system of the Southern Lumber Manufacturers' Association of Memphis of January 19, 1899, was adopted for planing-mill stock. The meeting adjourned to meet at Tifton the first Tuesday in July next.

A meeting was held on the 30th ult. at Wesson, Miss., for the purpose of organizing the Wesson Lumber & Manufacturing Co., the chief projector of which is F. H. Hartman of Brookhaven. The enterprise will be launched at an early date, all preliminaries looking toward the building of mills and a standard-gauge railroad having been arranged. The railroad will cross Pearl river at about Rockport and make its way to Hebron and other points. Large quantities of timber adjacent to and crossing the route have been purchased, and the new company will shortly have its first product on the market.

The Commercial Club of Mobile, Ala., has elected W. K. P. Wilson, president; Godfrey Mertz and Stewart Brooks, vice-presidents.

#### Reduced Rates to St. Louis via Pennsylvania Railroad Account Meeting Grand Lodge, B. P. O. Elks.

On account of the meeting of the Grand Lodge, B. P. O. Elks, at St. Louis, Mo., June 20 to 23, 1899, the Pennsylvania Railroad Co. will sell round-trip tickets from points on its line to St. Louis and return at greatly-reduced rates. Tickets will be sold June 18 and 19, good to return until June 25.

For specific rates and conditions apply to ticket agents.

## PHOSPHATES.

### Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., June 8.

There is a better demand for phosphate rock in the local market, and brokers report considerable business in both South Carolina and Florida rock, while there is also some Tennessee rock selling. Prices are quite steady, with receipts moderate. The charters reported in New York last week were as follows: A French steamer, 2245 tons, Port Royal to a French port with phosphate on private terms; a British steamer, 1583 tons, from Fernandina to Ghent with phosphate at 17/6, and schooner G. M. Grant, 1200 tons, from Charlotte Harbor to Baltimore with phosphate rock on private terms. The weekly record of the output in the Southern phosphate belt indicates a most vigorous development, and the shipments from all ports continue to increase. The situation in South Carolina is very satisfactory, the demand being active from both domestic and foreign sources, with a corresponding firmness in prices. The market for both hard rock and pebble in Florida is firm, with prices advancing, and the output of rock showing a steady increase. Railroads have all they can do to supply shipments at the ports, as vessels are constantly arriving to load for domestic and foreign ports. At Fernandina the shipments since January 1, 1899, aggregate 113,597 tons, and from Punta Gorda 38,730 tons. Shipments of high-grade Florida rock from Brunswick and Savannah have also been very heavy during the year. The demand for both land rock and pebble from Europe is very satisfactory, and miners generally are very decided in their views and ask outside figures. The demand for Florida phosphate territory is now quite brisk, and several very large deals have been closed during the past month. Among the recent deals, that of the acquisition in the land pebble district of a large tract of territory in Polk county by Baltimore capitalists is perhaps among the most important. In Tennessee the phosphate movement is assuming greater proportions every week. New deposits are being discovered, and throughout Middle Tennessee there is a general advance in valuable phosphate territory all along the line. The demand for Tennessee rock is very decided, and railroads are taxed beyond their capacity in some cases to move promptly the increased output at Mt. Pleasant and in Hickman county. Values for rock continue firm at \$3.50 to \$4, as to grade.

### Fertilizer Ingredients.

The market for ammoniates is strong and somewhat advanced. Stocks are light, and producers push up prices with every sale. The inquiry for dried blood is brisk, and, with light offerings by Western packers, prices are very firm. Sulphate of ammonia is strong, owing to higher prices abroad. Nitrate of soda is steady.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	\$3 20 @ 3 25
Nitrate of soda	1 70 @ 1 72½
Blood	2 05 @ 2 10
Hoof Meal	1 60 @ 1 65
Azotine (beef)	1 95 @ 2 00
Azotine (pork)	1 95 @ 2 00
Tankage (concentrated)	1 70 @ 1 72½
Tankage (9 and 20)	1 87½ @ 10 to 1 90 & 10
Tankage (7 and 30)	17 00 @ 17 50
Fish (dry)	20 00 @
Fish (acid)	12 00 @

### Phosphate and Fertilizer Notes.

It is stated that the Hall Phosphate Co., near Arcadia, in De Soto county, Florida, has sold out the entire interest in its properties to the Bradley Fertilizer Co.

The British steamship Thomas Melville sailed from Pensacola on the 2d inst. for Genoa with 1720 tons of phosphate rock and other cargo. The total shipments of phosphate rock in May amounted in value to \$57,090.

The Dymers Creek Fish Guano Co. was incorporated last week at Richmond, Va., to manufacture fertilizers. The capital stock is \$20,000. The incorporators are F. A. Gunby, J. D. Winegar, W. A. Eubank, J. J. Winegar and G. B. Winegar, all of Chases, Va.

Messrs. J. M. Lang & Co. report the shipments of phosphate rock from the port of Savannah for the month of May as follows: Steamship Buckminster for Genoa with 2534 tons, and steamship Ailsawald for Hamburg with 3020 tons, making a total of 5554 tons.

Messrs. Hassard & Chipman of Juliette, Fla., are now erecting their fourth and fifth phosphate plants, which will cost about \$25,000 and have a capacity of 2000 tons of phosphate rock per month. The firm will have five plants in operation by the 15th inst.

The Austrian steamship Styria sailed last week from Port Tampa for Venice with 2001 tons of pebble phosphate from the Palmetto Phosphate Co. The Austrian steamship Vienna arrived on the 2d inst. at Port Tampa from Trieste for a cargo of phosphate rock.

It is stated that the Laurent Phosphate Co., represented by Paul Inmen of Inverness, Fla., has recently leased 320 acres of phosphate land from the Inverness Phosphate Co. Mr. Inmen is going ahead with the erection of the plant, which before long will be in operation.

The shipments of phosphate rock from the port of Fernandina for the month of May aggregated 24,860 tons, distributed as follows: Hamburg 4600 tons, Stettin 9600 tons, Rotterdam 2450 tons, Ghent 2240 tons, Bremerhaven and Geestemunde 3170 tons, Kastrup 2800 tons. The estimated shipments for June amount to 25,000 tons. The total shipments of rock from Fernandina since January 1, 1899, amount to 113,597 tons.

A meeting of the stockholders of the Palmetto Phosphate Co. will be held at Kingsford, Fla., on the 22d inst. The object of the meeting is to amend the charter of the company by increasing the amount of indebtedness or liability to \$650,000, and by providing that \$400,000 of the capital stock of the company shall be issued for the conveyance to it of about 1435 acres of land in Polk county, Florida. Mr. J. H. Cottman of Baltimore is secretary and treasurer of the Palmetto Company.

The Commercial Guano Co. of Columbus, Ga., has decided to materially enlarge, and, in fact, almost double the capacity of its plant. An addition has already been built to one of the main portions of the plant, and another large building is to be extended 100 feet. The sulphuric-acid department will also be improved by the addition of three acid chambers, making eight in all. With these improvements the productive capacity of the plant and storage rooms will be largely increased.

A party of capitalists arrived in Nashville, Tenn., last week for the purpose of completing the organization of the Southern Soda Works Co., recently formed in Chicago. The new company, which will have its headquarters in Nashville, is a successor to the Southern Soda Works, which has been in operation in that city for the past eight years. The capital stock of the company is \$600,000, with the following officers: John Cudahy, president; John F. Barrett, vice-president;

Paul Ethridge, secretary, and W. J. Cummins, vice-president and manager of the old company, to be treasurer and general manager. It is proposed to make it one of the largest soda-works plants in the South, and ultimately one of the largest in the United States.

Mr. A. F. Dewey of Punta Gorda, Fla., reports the shipments of phosphate rock from that port for the month of May as follows: Steamship Gracia for Birkenhead with 3608 tons; barkentine Glad Tidings for Alexandria, Va., with 943 tons; steamship Virginia for Plymouth and Liverpool with 3967 tons; schooner John C. Hayes for Baltimore with 1888 tons; steamship James Turpie for Glasgow with 2245 tons; schooner Augustus Welt for Baltimore with 1747 tons; steamship Shelley for Dublin with 2595 tons; steamship Leconsfield for Hamburg with 2832 tons, and barkentine James Elwell for Weymouth, Mass., with 1843 tons; total, 21,668 tons, of which 6421 tons were domestic and 15,247 tons foreign; previously reported 17,062 tons, the total shipments since January 1, 1899, amounting to 38,730 tons, all by the Peace River Phosphate Mining Co.

The recent purchase of Florida phosphate territory by Messrs. H. A. Parr and Charles D. Fisher of Baltimore is among the most important deals recorded during the month of May in the Southern phosphate belt. In a letter from Mr. Fisher to the Manufacturers' Record the intended plan and scope of development of this valuable territory is thus described: "The property consists of some 1450 acres of rich phosphate land in Polk county, Florida, near Bartow. A mining plant costing about \$150,000 will be constructed on the property. It is intended to erect a plant capable of turning out 100,000 tons per year. It is also expected that this property will be added to that of the Palmetto Phosphate Co., of which the same gentlemen who are developing this property are owners. The Palmetto Phosphate Co. already owns about 1200 acres of phosphate lands, has an extensive mining plant and produces 60,000 to 75,000 tons per annum. These properties are all in what is known as the land pebble district, and the mining is done by the hydraulic method. The grade of the pebble is high, and there is a ready market for it in this country and Europe. The Palmetto Company ships the larger part of its product to Europe. The company has been five years in operation. The property is all on the Winston & Bone Valley branch of the Savannah, Florida & Western Railroad. The new plant is being contracted for, and will be erected at once and completed in six months."

### A Valuable Publication—The Pennsylvania Railroad 1899 Summer Excursion Route Book.

On June 1 the Passenger Department of the Pennsylvania Railroad Co. will publish the 1899 edition of its Summer Excursion Route Book. This work is designed to provide the public with short descriptive notes of the principal summer resorts of Eastern America, with the routes for reaching them and the rates of fare. It contains all the principal seashore and mountain resorts of the East, and over fifteen hundred different routes or combinations of routes for reaching them. The book has been compiled with the utmost care, and altogether is the most complete and comprehensive handbook of summer travel ever offered to the public.

It is bound in a handsome and striking cover in colors, and contains several maps presenting the exact routes over which tickets are sold. It is also profusely illustrated with fine half-tone cuts of scenery at the various resorts and along the lines of the Pennsylvania Railroad.

On and after June 1 it may be procured at any Pennsylvania Railroad ticket office at the nominal price of ten cents, or, upon application to the general office, Broad Street Station, by mail for twenty cents,†



# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

## ALABAMA.

Anniston—Vehicle Factory.—Darden, Hayes & Co., Wilmer and Ninth streets, will establish wagon and carriage factory.

Athens—Flour Mill.—Bridgeforth & White will build a 50-barrel flour mill.

Florence—Cotton Gin.—Messrs. Ashcraft & Co. of the Florence Cotton Oil Mills will erect a 40-bale gin.

Glencoe—Grist Mill and Gin.—L. M. Harrison will erect a cotton gin and grist mill.

Huntsville—Cotton Mill.—T. W. Pratt is reported as in communication with parties relative to the location of a cotton mill.

Larkinsville—Mineral Lands.—It is reported that L. Garza of New York city has sold 15,000 acres of mineral lands to New York parties, who intend developing.

Montevallo—Cotton Mill.—Burgess Little is endeavoring to organize a company to build a cotton mill.

Tuscaloosa—Cotton Factory.—The J. Snow Hardware Co. has ordered twenty-eight looms, making its total ninety-eight; has 2750 spindles.

Tuscaloosa—Woodworking Factory.—C. W. Robertson of Meridian, Miss., and associates will erect a large woodworking factory in Tuscaloosa.

## ARKANSAS.

Arkansas—Antimony and Copper Mines, etc.—The North American Ore & Metal Co. has been organized (under New Jersey laws) to mine, smelt and refine ores, etc. This company owns more than 100 mining claims in Arkansas, and is now operating an antimony and a copper mine in that State; later smelters and factories will be built. Address company, care of Frank R. Cain, Room 15, 79 Clark street, Chicago, Ill.

Fort Smith—Wagon Factory.—The Ingle Wagon Co. (reported last week as incorporated) will operate a factory that has been established some years; will make enlargements, erect new buildings and put in new machinery, contracts for which have been made.

Lake City—Ginnery.—Incorporated: The Lake City Ginning Co., capital stock \$1625, by D. H. Robertson, A. B. Robertson, J. T. Robertson, Lake City; M. O. Martin, Sulphur Rock; W. S. Martin, Lake City.

Lake City—Mercantile.—Incorporated: The

Robertson Mercantile Co., capital \$6825, by D. H. Robertson, A. H. Robertson, J. T. Robertson, W. S. Martin, Lake City; M. O. Martin, Sulphur Rock.

Marianna—Oil Mill.—A company will be organized to erect a cottonseed-oil mill.

Walnut Ridge—Flour Mill.—The Walnut Ridge Gin Co. contemplates erecting a flour mill; has steam-power and will interest some one to buy the flouring equipment. Address I. Less, agent of company.

## FLORIDA.

Bartow—Phosphate Mines.—Chas. D. Fisher and H. A. Parr of Baltimore, Md., have purchased phosphate lands in Polk county, near Bartow, as reported last week. Mr. Fisher states that the land comprises 1450 acres in the land pebble district, and that a mining plant costing \$150,000 will be constructed at once for the development; capacity of plant daily will be 100,000 tons per year. It is likely that the new mines will be added to the Palmetto Phosphate Co.'s operations.

Fernandina—Fiber Factory.—Contract has been awarded to O. S. Oaks for the erection of a fiber factory.

Inverness—Phosphate Plant.—The Laurent Phosphate Co. (Paul Jumeau, representative) has purchased 320 acres of phosphate lands for development; plant is being erected.

Jacksonville—Fisheries.—Incorporated: The Florida Fish Co., capital stock \$100,000, to catch and deal in fish, etc.; John Savarese, president; F. E. Hale, first vice-president, and W. H. Adams, general manager.

Juliette—Phosphate Plant.—Haassard & Chipman are erecting their fourth and fifth phosphate plants, costing about \$25,000 and having capacity of 2000 pounds of rock per minute.

Lake Helen—Starch Factory.—The project for a starch factory is progressing; about half the necessary capital has been subscribed and arrangements for applying for charter are under way. J. P. Mace or C. B. Pelton can be addressed for information.

## GEORGIA.

Albany—Cotton Mill.—It is proposed to organize the Dougherty County Manufacturing Co., with capital stock of \$50,000, and issue bonds of \$50,000 to erect a cotton factory.

Augusta—Gas Plant.—Col. D. B. Dyer (acting as agent) has purchased the Augusta Gas Co.'s business and plant for parties who will make various improvements and cheapen the cost of gas.

Barnesville—Knitting Mill.—The Oxford Knitting Mills will put in additional machinery.

Blairsville—Gold Mining.—The Blairsville Mining Co. will expend \$10,000 for mining plant.

Columbus—Fertilizer Factory.—The Commercial Guano Co. is making extensive improvements to its plant; is extending storage building 100 feet, adding three new acid vats, etc.

Dublin—Cotton Mill.—The project for a cotton mill is being furthered by J. D. Smith and nearly \$50,000 has been subscribed.

Dublin—Cotton Factory.—A company is proposed to be organized for the erection of a cotton factory, and over \$50,000 has been subscribed.

Elberton—Water Works.—The city proposes the establishment of water works, to consist of 50,000 to 100,000-gallon steel tank 90 or 100 feet high, 7000 to 8000 feet of six-inch mains, 1200 feet of 8 or 10-inch mains, supply to be obtained from spring or from bored artesian wells. F. W. Auld is committee in charge and will ask for plans, etc.

Fort Valley—Cotton Factory.—The company noted last week as proposed will charter as the Fort Valley Cotton Mill Co., capital to be from \$25,000 to \$50,000. A committee will be appointed to visit milling centers to investigate before contracts for mill are awarded. Capt. J. B. James can give information.

Gainesville—Oil Mill.—T. J. Martin of Chester, S. C., and J. D. Woodside of Pelzer, S. C., will form a company, with capital stock of \$20,000 or \$25,000, to erect in Gainesville a 30-ton cottonseed-oil mill; machinery alone will cost \$16,000.

Greensboro—Cotton Mill.—The proposed company has organized as the Mary-Lella Cotton Mills, the capital stock being \$100,000.

000. E. A. Copeland is president; W. R. Jackson, vice-president, and C. E. Monfort, secretary.

Homerville—Saw Mill.—A company is being organized to erect a saw mill.

Lumber City—Lumber Mills.—The Ocmulgee Co-operative Manufacturing Co. has been formed and built a mill.

Macon—Woodworking Factory.—A \$50,000 company has been organized to erect and operate a hardwood factory, to make wood-ware, etc. Probably Henry Horne can give information.

McDonough—Cotton Mill.—C. W. Strobhar is interested in the formation of a cotton-mill company.

Roswell—Cannery.—The establishment of a cannery is talked of. W. L. Jett can give information.

Savannah—Rice Cultivation, etc.—A dispatch states that a movement is on foot for the construction of a 20-mile levee along the South Carolina side of the Savannah river for the protection of the crops, principally the rice crop, from storms and freshets. It is further stated that a \$1,000,000 company, with a \$400,000 bonded indebtedness, will be formed for the purpose outlined.

Valdosta—Steam Bakery.—The City Bakery contemplates installing steam-baking plant and candy factory.

Washington—Water Works and Electric-light Plant.—The city will make immediate arrangements for the improvement of the water and electric-light plants which it purchased, as stated last week; Harry Ludlow, city engineer.

Watkinsville—Cotton Mill.—The erection of a cotton mill is talked of; possibly a building and power now ready will be utilized. A. W. Ashford & Son can give information.

Waynesboro—Telephone System.—W. A. Bisbee's Georgia Telephone & Telegraph Co. of Savannah contemplates constructing a system and exchange in Waynesboro.

## KENTUCKY.

Anderson—Telephone Company.—The Anderson County Telephone Co. (reported during the week) has capital stock of \$12,000, and the incorporators are J. J. Downey of Cincinnati and C. P. and E. T. Johnson of Lawrenceburg, Ky.

Fairview—Turnpike.—Incorporated: The Fairview & Danton Turnpike Road Co., capital \$2500, by G. W. Harrison and others.

Henderson—Flour Mill.—The Kentucky Milling Co. has increased capital stock from \$10,000 to \$18,000, and is now rebuilding the plant destroyed by fire lately.

Lebanon—Tobacco Company.—Incorporated: The Kentucky Tobacco Co., capital \$2500, by B. T. Conway and others.

Louisville—Hardware.—Incorporated: The Korb Hardware Co., capital stock \$10,000, by Samuel and Theodore Korb and S. E. Wiard.

Louisville—Decorating.—Incorporated: The Louisville Interior Decorating Co., by Chas. B. Scott, Chas. M. Snyder, Arthur B. Cook and E. R. Booth; the capital is \$25,000.

Napoleon—Turnpike.—The Eagle Tunnel & Napoleon Turnpike Road Co., capital \$1000, has been incorporated by J. M. Elliston and others.

Paducah—Towing Company.—The Paducah Towing Co. (reported during the week) has for its incorporators John R. Carnes of Golconda, Ill., and T. J. Flournoy and Geo. C. Gallace of Paducah; will engage in tow-boat business on Ohio and Mississippi rivers.

Williamstown—Turnpike.—Incorporated: The Carlton Turnpike Road Co., capital \$2000, by J. M. Carlton and others.

Williamstown—Turnpike.—Incorporated: The Cramer & Turner Turnpike Road Co., capital \$1900, by J. W. Cramer and others.

Zion—Turnpike.—Incorporated: The Zion Station & Napoleon Turnpike Road Co., capital \$5000, by Daniel Webster and others.

## LOUISIANA.

Coushatta—Cotton Ginnery.—Lisso Bros. and Howard & Stevens have formed a \$10,000 stock company to erect a cotton ginnery.

Jennings—Water Works, etc.—There is talk of water works and an electric plant being constructed in the near future. Probably "The Town Clerk" can be addressed.

Lake Charles—Irrigation System, etc.—A. V. Eastman, manager of the North Ameri-

can Land & Timber Co., Limited, reported last week, writes in reference to the intentions of his company. A canal is being constructed for navigation purposes, connecting Lake Benton to the Mermentau with its tributaries and canals with Calcasieu lake and river, and when completed the canal will benefit largely the rice-growing section. The company is also constructing an irrigation system and canal of capacity to supply 7500 acres of rice lands; canal is 100 feet wide, and provision is made for readily extending on a large scale whenever necessary.

Lincecum—Planing Mill.—The Central Lumber Co. is rebuilding its planing mill, replacing old plant with entirely new apparatus of most approved designs; will employ twenty men.

## MARYLAND.

Baltimore—Cigarette Factory.—The American Tobacco Co. (Gall & Ax branch) has had plans prepared by Henry Brauns for addition to cost \$15,000.

Baltimore—Brewery.—John Marr has purchased the Beck Brewery for \$66,000 and will expend about \$60,000 in doubling the capacity from 75,000 to 150,000 barrels of beer yearly.

Baltimore—Tobacco Factory.—The American Tobacco Co. (H. Ellis & Co. branch) will enlarge and improve its factory.

Baltimore—Electric Machine.—Incorporated: The Acme Electric Machine Co., by George Heath Dobson, Jesse E. Jacobs, Jacob G. Hartman, William E. Schloegel, Bernard L. Talley and George A. Chase. The capital stock is \$25,000.

Baltimore—Car Shops.—The United Railways & Electric Co. has purchased at \$70,000 a 32-acre tract of land in the suburbs, where, it is stated, will be constructed a works for manufacturing and repairing cars, etc.; Nelson Perl, president.

Baltimore—Bridge Works.—The Baltimore & Ohio Railroad will remove to Baltimore its bridge shops, now located in Martinsburg, W. Va.; new buildings will be erected, etc.; F. D. Underwood, general manager.

Hagerstown—Electric-power Plant.—The Hagerstown & Frederick Railway Co. will build an electric power-house for the operation of its proposed railway system. Address company care of Albert Nitzell.

Washington, D. C.—Bridge.—Plans for a bridge across Rock creek have been approved by the War Department. An arch of fifty feet will be constructed. About \$250,000 will be expended under the charge of the District commissioners; Capt. L. H. Beach, engineer of the District commissioners.

Williamsport—Electric-light Plant.—The supervisors have awarded contract to the Southern Electric Co. of Baltimore and the Rumsey Manufacturing Co. of Philadelphia to furnish about \$3000 worth of electrical supplies and machinery for the new municipal plant for Williamsport, work on which was begun recently. The power-house will be 40x80 feet and equipped with an 80-horsepower engine. The plant will cost about \$6500.

## MISSISSIPPI.

Canton—Cotton Mill.—A company has been projected for the erection of a cotton mill, and it is reported that the necessary stock has been subscribed. Names of interested parties later.

Greenville—Cotton-oil Mill, etc.—The Greenville Cotton Oil Mill & Ginnery Co. (reported during the week as incorporated) will gin cotton and crush seed for the oil, and possibly later add a cotton factory.

Grenada—Cotton Company.—The Shingleur-Johnston Cotton Co. has been incorporated by John L. Finley and others.

Lexington—Oil Mill.—A company has been organized and about completed contract for erection of a 40-ton cottonseed-oil mill; H. W. Watson, temporary secretary.

Lexington—Cotton Mill.—A cotton mill will be built. H. W. Watson can give information.

Meridian—Cotton Mill.—The Meridian Cotton Mills will increase capital stock from \$120,000 to \$168,000, erect weaverroom, install 282 looms (giving 400 in all) and make other improvements.

Nicholson—Lumber Mills.—Incorporated: The Queen & Crescent Lumber Co., to own and operate mills, by F. A. Woodward, F. T. Harris and F. Bodman, the capital stock being \$50,000.



Rodney—Oil Mill.—The Rodney Oil & Gin Co. has been organized and contracted for the erection of a 40-ton cottonseed-oil mill.

Tupelo—Oil Mill.—The Tupelo Cotton Oil Co. has been incorporated, with capital stock of \$40,000, and contracted for the erection of an oil mill; will also erect ginnery and grist mill later; incorporators, J. H. Starin, J. M. Allen, John Clark, C. P. Long, J. R. Frazer and others.

Wesson—Lumber Mills, etc.—The Wesson Lumber & Manufacturing Co. has been organized to erect lumber mills, construct railroads to facilitate timber operations, etc. F. H. Hartman of Brookhaven, Miss., can be addressed.

#### MISSOURI.

Aurora—Zinc Mine, etc.—Colley & Co., bankers of Boston, Mass., have purchased for \$500,000 eighty acres of lead and zinc lands near Aurora and 458 acres of undeveloped lands.

Bellville—Lead and Zinc Mines.—H. S. Clark and associates of Lawrence, Kans., have purchased lead and zinc mines near Bellville for development; will build a modern mill at once.

Billings—Creamery.—Incorporated: The Billings Creamery Co., capital stock \$4600, by Joseph Meyer, C. E. Purdy, William Watkinson and others.

Carthage—Mining.—The Winner Mining Co. has been organized, with A. H. Witt as president and H. T. Duling, treasurer.

Herman—Typesetting Machine.—Incorporated: The Botz Typesetting Machine Co., capital stock \$10,000, by C. J. Botz, F. L. Weusel and Theodore Graf.

Joplin—Lead and Zinc Mining.—The Columbian Mining Co. has been formed by R. L. Fink and others to develop lead and zinc mines.

Joplin—Mining.—Incorporated: The Cottonwood Hollow Mining Co., capital stock \$20,000, by E. O. Bartlett, Charles Grengerich and W. H. Picher.

Joplin—Lead and Zinc Mines.—The Pearl Mining Co. has been organized, with capital stock of \$28,000, by Rudolph Finke and others.

Joplin—Mining Plant.—The Piza Lead & Zinc Co. has awarded contract for the erection of a concentrating mill.

Joplin—Mining.—Incorporated: The Spurgeon Mining Co., capital \$10,000, by W. C. Crow, W. A. Hacker and J. H. Spencer.

Joplin—Mining.—The Pluto Mining Co. has been incorporated by R. H. Branch, J. A. and C. H. Meeks, and they represent Muncie (Ind.) parties.

Kansas City—Telephone Factory.—W. H. Alley of Princeton, Mo.; A. J. Burns of Kansas City and J. C. Hubinger of Keokuk, Iowa, will establish a telephone factory. The parties have also applied for telephone-system franchise.

Kansas City—Shoe Company.—Incorporated: The Bond Shoe Co., capital \$100,000, by G. A. Bond, T. A. Gill, C. S. Gill and others.

Kansas City—Navigation.—Incorporated: The Kansas City Navigation Co., capital stock \$14,000, by H. M. Meriwether, Gilmer Meriwether, H. H. Whiffen and S. C. Delop.

Kansas City—Envelope Factory.—Berkowitz & Co. will install equipment of machinery for a daily capacity of 500,000 envelopes.

Maryville—Water Works.—Incorporated: The City Water Works Co., with a capital stock of \$180,000.

Neosho—Mining.—The Kansas City, Neosho & Shreveport Mining & Prospecting Co. has been organized to develop mineral lands by B. J. Pearman, L. W. White, W. and J. Pickens.

Oronogo—Lead and Zinc Mines.—The T. M. Black Mining Co. has been formed to develop lead and zinc mines, with capital stock of \$10,000. T. M. Black, Mrs. E. E. Wood, N. A. Adams and others are interested. Address T. M. Black, secretary.

Sedalia—Woodworking Factory.—Langton & Co. of Terre Haute, Ind., will erect a gunstock factory in Missouri, probably at Sedalia.

Sedalia—Lead Mines, etc.—Peter Lane and others will form a company to develop lead and zinc mines, so it is reported.

St. Joseph—Grain Elevator.—The Harroun Elevator Co., recently reported as incorporated, is constructing a 500,000-bushel grain elevator.

St. Louis—Foundry, etc.—Incorporated: The Arthur Fritsch Foundry & Machine Co., capital \$1400, by Arthur Fritsch, Lydie Fritsch and Charles Weber.

St. Louis—Wall-paper Mill.—Incorporated: The St. Louis Wall Paper Mills, capital

stock \$14,000, by Eli Brown, Valle Rayburn and Henry Vierling, for handling and dealing in paper and coloring matter.

St. Louis—Realty.—Chartered: Schoellhorn-Albrecht Real Estate Co., capital stock \$15,000, by H. S. Albrecht and others.

Topsy—Telephone Company.—The Harris-Princeton Telephone Co., capital stock \$600, has been incorporated by F. M. Kobbe, A. J. Girdner, J. S. Powell and others.

Webb City—Mining.—Incorporated: The Audrey Mining Co., capital stock \$5000, by J. S. Ayer, B. P. Waggener, W. E. Aymond and others.

Webb City—Lead and Zinc Mines.—Incorporated: The Blue Grass Lead & Zinc Mining Co., capital stock \$16,000, by F. T. Poynter, F. H. Dangle, C. G. Smallhouse and others.

#### NORTH CAROLINA.

Alexander County—Water-power.—W. M. Cooper of Statesville, N. C., has purchased 200 acres of land and water-power site in Alexander county.

Asheville—Water-power Development.—Press dispatches state that there has been commenced the construction of a dam on the Big Ivy river near Asheville to develop water-power; the dam to be 340 feet long on top and 125 feet on bottom. Those reported interested include C. A. Reynolds, W. B. Ellis of Winston, N. C., and Geo. E. Cladlin of Providence, R. I.

Charlotte—Electric-light Plant.—The Charleston Street Railway Co.'s proposed improvements will include enlargement of power-house and the installation of new machinery. New car shed for thirty cars will be built.

Enfield—Tobacco Factory.—Incorporated: The Enfield Tobacco Stemmy Co., capital \$4000, by C. E. McGuigan and others.

Franklinville—Cotton Mill.—The Franklinville Manufacturing Co. will enlarge and improve its cotton mill.

Greensboro—Cotton Mill.—It is reported that Moses H. Cone and Northern parties have closed negotiations that ensure the erection of a mill to manufacture a line of cotton goods not now produced South.

Henderson—Tannery.—L. T. Howard will establish a tannery.

Hickory—Land.—Charter granted to the South Mountain Land Co., capital \$60,000; incorporators, K. C. Menzies, H. D. Abernathy, A. Y. Sigmon and W. B. Menzies of Hickory, and J. M. Barnhardt of Lenoir.

Louisburg—Water-works and Electric-light Plant.—The city is said to contemplate the construction of water works and the erection of an electric-light plant. J. M. Allen and Wm. Bailey are reported as the proper parties to address.

Monroe—Oil Mill.—The construction of a cottonseed-oil mill is talked of.

Mooresville—Cotton Mill.—E. W. Brawley writes that progress is being made in the organization of the cotton-mill company referred to last week.

Roanoke Rapids—Textile Mill.—The Patterson Textile Co. has been incorporated, with a capital stock of \$10,000, by Gustavus Millhiser and Clarence Millhiser of Richmond, Va., and Samuel F. Patterson of Baltimore, Md. The business proposed is the manufacture and sale of all sorts of fibers and fabrics.

Rocky Mount—Water Works.—The city will soon arrange for construction of its water-works system, for which \$40,000 in bonds was voted. Address "The Mayor."

Rutherfordton—Water Works.—The construction of a system of water supply is talked of. Geo. P. Martin can give information.\*

Salisbury—Sewerage System, Street Paving, etc.—The city council will take steps to buy the private water works now supplying the city, to construct a system of sewerage and to extend the macadamized streets. Address "The Mayor."

Shelby—Cotton Mill.—A company has been organized to erect a cotton mill. Site has been selected, but no further particulars are available as yet.

Statesville—Furniture Factory.—W. A. Thomas and J. G. Shelton are forming a company to establish a furniture factory.

Tarboro—Artesian Wells.—The town will drill artesian wells; John A. Weddell, clerk.\*

Waxhaw—Oil Mill.—The McCain-King Co. considers the erection of a cottonseed-oil mill.

Waynesville—Electric-light Plant.—The city is now advertising its electric-light bonds (\$5000), and as soon as sale is made contracts for plant will be in order; H. B. Ferguson, mayor.

#### SOUTH CAROLINA.

Alken.—Chartered: The Spring Island Co., to own large game preserves and social clubhouses, etc.; incorporators, Thomas Martin, Bluffton; Geo. B. Hays, Buffalo; John Gary Evans, Alken; John P. Burkhard, New York city, and I. Bismarek Naylor, New York. The capital stock is \$400,000.

Anderson—Water-power.—The Anderson Water Power Co. has increased its capital stock to \$175,000.

Belton—Cotton Mill, etc.—Incorporated: The Belton Mills Co., with capital stock of \$250,000, for the erection of a 15,000 or 20,000-spindle mill and the operation of an established 18-ton cottonseed-oil mill, 50-barrel flour mill and grist mill; incorporators, F. J. Pelzer of Charleston, S. C.; E. A. Smith of Pelzer, S. C.; R. A. Lewis and J. T. Rice of Belton. Address last named.

Bennettsville—Oil Mill.—Charleston and Sumter parties have formed a \$50,000 stock company to erect a 60-ton cottonseed-oil mill. Probably Capt. E. Phelps of Sumter, S. C., can give information.

Charleston—Furniture Factory.—G. T. Andrews is interested in the projected establishment of a furniture factory.

Charleston—Railroad Shops.—The Southern Railway Co. will improve and enlarge its Charleston shops; Frank S. Gannon, manager, Washington, D. C.

Chester—Bridge.—The city has voted \$10,000 in bonds for a free bridge. Address "The Mayor."

Dillon—Knitting Mill.—Chartered: The Ewing Knitting Mills, capital stock \$6000, by Dr. J. P. Ewing, R. R. Hays and J. M. McNaull; company will operate Ewing mill, reported lately.

Florence—Cotton Gin, Saw Mill, etc.—R. J. Muldrow & Sons will rebuild their burned cotton gin, saw mill and corn mill.

Florence—Tobacco Stemmy.—P. H. & J. N. Gorman of Richmond, Va., will enlarge their Florence stemmy, doubling its capacity and employing 200 hands.

Fort Mill—Cotton Mill.—The Millfort Mill Co. will put in 175 new looms, giving the plant 335 in all.

Greenwood—Cotton Mill.—It is reported that a free site has been offered to W. L. Durst upon which a cotton factory may be built.

Greensboro—Cotton Mill.—The Victor Manufacturing Co. is reported as contemplating the expenditure of \$200,000 to double its 12,000-spindle and 292-loom mill.

Mullins—Warehousing.—Incorporated: The Central Tobacco Warehouse Co., capital \$2000. S. E. Smith is president.

Sumter—Oil Mill.—Incorporated: The Atlantic Cotton Oil Co., capital stock \$100,000, by Perry Moses, A. J. China, Horace Harby, A. C. Phelps, H. D. Barnett and Marion Moise, to conduct a general cotton-oil business, a ginnery and manufacture soaps.

#### TENNESSEE.

Chattanooga—Water Works.—The city intends to extend and improve water system, and East lake will be deepened and cemented. Address "The Mayor."

Chattanooga—Wagon Factory.—Plans have been compiled for the proposed new \$5000 building for T. I. Wilson's wagon factory. J. K. Ottley of Atlanta, Ga., will own the building.

Chattanooga—Electric Plant.—It is stated that W. B. Swaney is mentioned in connection with a proposed electric-light and power plant.

Chattanooga—Glass-bottle Factory.—It is reported that a company is forming to establish a glass-bottle factory.

Chattanooga—Implement Works.—The Chattanooga Implement & Manufacturing Co., noted last week as succeeding the Southern Queen Manufacturing Co., has been operating under the former name for two years.

Cumberland County—Coal Lands.—It is stated that Swager Shirley (a New York attorney) is investigating 190,000 acres of coal lands in Cumberland and other counties, and that he has optioned the properties with a view of immediate purchase for a syndicate of English capitalists which he represents. Col. J. B. Killebrew (office in Chamber of Commerce, Nashville, Tenn.) made a report on the property.

Ducktown—Copper Mines.—Lewisohn Bros. (of 81 Fulton street, New York city) write regarding their proposed developments at Ducktown, referred to last week. The firm is interested, so it states, in the development of the mines under the name of the Tennessee Copper Co., but as they have only just begun work, are hardly yet in a position to fully outline plans.

Fayetteville—Steam Laundry.—J. T. Silvertooth of Tullahoma, Tenn., has purchased building and will install machinery for steam laundry.

Gallatin—Water Works.—The bids received May 15 for building works were all rejected. The subject will come up again; Walter G. Kirkpatrick, engineer, Jackson, Miss.

Greysville—Coal Mines.—D. P. and J. E. Montague, H. S. Chamberlain and others of Chattanooga have applied for charter for the Fox Coal Co. to develop a vein of coal near Greysville and mine on an extensive scale; property was bought recently for \$20,000, including a long-time lease on 7500 acres of coal lands. Address D. P. Montague at Chattanooga.

Jeraldstown—Flour Mill.—W. C. Allen has awarded contract for the construction complete of his proposed 30-barrel flour mill.

Knoxville—Electric Company.—The Egbert Allen Electric Co. has been organized.

Martin—Telephone Company.—Incorporated: The Weakley County Telephone Co., capital \$10,000, by J. H. Nilsen, G. W. Hall, W. T. Lawler, G. E. Mowden, T. M. Ryan, J. M. Gardner, J. E. Kennedy and T. J. Jeter. (This item reported last week by error under Dresden, Tenn.)

Memphis—Cotton Compresses.—The Merchants' Cotton Press & Storage Co. will expend about \$60,000 in improving its Nos. 1, 2, 3 and 7 compresses; will also erect a new compress containing square-bale improvements.

Memphis—Sewers.—The city council has decided to push the work of completing the municipal sewers. Address "The Mayor."

Nashville—Mercantile.—Incorporated: The Spurlock-Neal Company, capital stock \$120,000, by E. M. Neal, T. J. Webb, C. S. Martin, Geo. W. Neal and H. H. Barr.

Pulaski—Corn Mill, etc.—B. F. McGrew will erect a corn sheller of 1000 bushels capacity, husk baler and feed crusher.\*

Sewanee—Electric-light Plant.—The University of the South will install an electric-lighting plant.\*

Sweetwater—Knitting Mill.—The Sweetwater Knitting Mills has purchased and will install twelve new machines, increasing output 100 dozen pairs of hosiery daily, making total 600 dozen per week.

Tazewell—Coal Company.—Incorporated: The Ralston Coal Co., by J. N. L., H. M., J. H., C. E. and J. S. Ralston, all of Middleboro, Ky.

Whitesburg—Flour Mill.—Dix & Hughes of Rural Retreat, Va., have purchased and will improve with new machinery, etc., the Whitesburg Mills.

#### TEXAS.

Bellville—Electric-light Plant, Oil Mill, etc.—The construction of an electric-light plant, ice factory and cottonseed-oil mill is projected. It is probable that definite arrangements will be completed for locating the enterprises. J. G. Wessendorf will be able to give information.

Houston—Telephone System.—Chartered: The Citizens' Telephone Co., capital stock \$100,000, to build, erect, buy, operate and maintain telephone lines, etc.; incorporated by A. L. Waterbury, E. A. Glass, F. C. Bogart, W. G. Lears of Houston, and W. Bucklin, Jr., of Marble Rock, Io.

Hubbard City—Water Works.—The city has awarded contract to O. J. Gorman of Dallas, Texas, at \$25,000 for the construction of water works.

Mt. Vernon—Electric-light Plant.—A company will be formed to erect an electric-light plant.

Piano—Flour Mill.—The Piano Milling Co. will make repairs to and put new machinery in its flour mill.

Sherman—Oil Mill.—Incorporated: The Farmers & Feeders' Oil & Cotton Co., capital stock \$6000; purpose, to purchase ginseed cotton, crush and manufacture into oil and other products; incorporated by O. F. Wyrick, C. L. Stowe, J. A. Stanfield and N. B. Birge.

Wharton—Sugar Refinery.—A company will be formed to erect sugar refinery to cost \$100,000. C. M. Jones can give information.

#### VIRGINIA.

Alexandria—Water Works.—It is reported that Frank Grimes is interested in a project to organize company to establish water-works system.

Berkley—Guano Factory.—The Columbia Guano Co. will erect an additional building 17x40x100 feet in size.

Berkley—Steam Laundry.—C. E. Callahan and R. L. Gray will establish a steam laundry.

Burkeville—Bridge and Implement Works.



A. Wheelock & Co. of Auburn, Ind., will establish iron-bridge and agricultural-implementation works at Burkeville; will erect L-shaped building 30x128 and 30x120 feet, etc.

Hampton—Gas Plant.—The Hampton Gas Co. has been chartered, with a capital of \$50,000, and J. C. Robinson, president; J. W. Hope, vice-president; James Schlater, Jr., secretary and treasurer. The company has asked for a franchise and expects to construct plant.

Low Moor—Iron Furnace.—The Low Moor Iron Co. has amended charter to increase its capital stock to \$1,000,000, with power to increase to \$10,000,000 if necessary; incorporators, A. A. Low, E. H. R. Lyman, Brooklyn; J. F. Winslow, Poughkeepsie; J. Means, Ashland, Ky.; A. S. Winslow, Cincinnati, Ohio; E. A. Wickes, New York city; H. M. Bell, Staunton, Va.; company operates furnace and mines.

Newport News—Townships.—Incorporated: The Hampton Roads Villa Co., for land improvement and township purposes; president, Edwin Phillips; vice-president, J. V. Cosby; secretary, W. E. Cottrell; treasurer, B. J. Pressey. The capital stock is \$50,000.

Norfolk—Fruit Company.—Incorporated: The Blount Fruit & Produce Co., capital \$50,000; L. D. Blount, president; Hugh Brown, vice-president; D. P. Blount, secretary and treasurer.

Norfolk—Electric Plant.—Incorporated: The Washington Traction & Electric Co., for manufacturing, selling and dealing in railroad and power supplies. The capital stock of the company is to be from \$600,000 to \$12,000,000; Samuel B. Lawrence of New York, president; Henry M. Haviland of New York, vice-president; George E. Spencer of New York, treasurer, and John B. Summerfield of New York, secretary. These, with James M. Wilcox of Norfolk, compose the board of directors.

Pulaski—Telephone Company.—Incorporated: The Virginia & Tennessee Telephone Co., capital \$300,000, by G. M. Holstein, D. D. Hull, Jr., B. F. Garnett, B. Laughon of Pulaski City, H. Hardaway of Georgel, G. L. Carter of Bristol.

Richmond—Gas Plant.—The city contemplates expending upwards of \$50,000 in improving its gas plant. Address J. Knowles, superintendent city gas works.

Richmond—Fertilizer Factory.—Incorporated: The Dymers Creek Fish Guano Co., to manufacture fertilizers; capital \$20,000; incorporators, F. A. Geenby, J. D. Winegar, W. A. Eubank, J. J. Winegar, G. B. Winegar, all of Chases, Va.

Richmond—Baking-powder Factory.—The Southern Manufacturing Co. writes that it has moved its plant to new and enlarged quarters, as stated last week. Considerable new machinery has been installed and the capacity about doubled.

Richmond—Spike Mills, etc.—The Richmond Standard Steel, Spike & Iron Co. (recently chartered) has purchased the Richmond Spike & Iron Co.'s plant; will overhaul and improve same and put it in operation; also purchased iron-ore lands and iron furnace located at Iron Gate, Va., and will operate them also; deed of trust for \$1,500,000 has been filed by the company. J. Fred Pierson of New York is president; Wm. L. Royall, local agent.

Roanoke—Planing Mill.—The Exchange Lumber Co. has charter to buy and sell building material and operate a planing mill; capital, \$90,000. T. W. Goodwin is president; S. W. Jamison, secretary and treasurer.

Roanoke—Hydraulic Company.—The Roanoke Hydraulic Co. has reorganized and elected T. T. Fishburne, president; T. W. Goodwin, vice-president, and R. H. Fishburne, Jr., secretary and treasurer.

Roanoke—Stoves Company.—Incorporated: The Price-Arnes Co., capital stock \$14,000, to deal in stoves, etc., by C. B. Price and others.

Scottsville—Electric-light Plant.—There is talk of a company being organized to establish an electric-light plant.

Unionville—Gold Mine.—C. L. Straughan is investigating gold mines near Unionville with a view of development.

#### WEST VIRGINIA.

Charleston—Coal Mining.—Incorporated: The Pricehill Colliery Co., by Dr. L. Prichard, Enoch Smith, A. M. Prichard, H. P. Brightwell and J. D. Foster, Jr., and an authorized capital of \$100,000.

Fayetteville—Coal Lands.—James Kay of Fayetteville has purchased for Frank Lyman of New York city certain coal lands near Fayetteville.

McDowell County—Coal and Timber Lands.—W. H. Ritter of Charleston has purchased from Simon Greybill and D. G.

Sayers a 10,000-acre timber and coal tract on Dry Fork, in McDowell county, paying \$150,000.

Moundsville—Oil Company.—The Garnet Oil Co. has been organized, with E. M. Lewis, president; C. L. Straub, vice-president, and D. J. States, secretary.

Parkersburg—Timber Company.—Incorporated: The Creston Timber Co., to conduct a general lumber business. The capital is \$5000. The incorporators are V. B. Archer, H. J. Cook, T. G. Reitz, Thomas G. Martin and W. A. McCosh, all of Parkersburg.

Pennsboro—Mercantile.—Incorporated: The Pennsboro Grocery Co., by G. W. Weekley and others.

Point Pleasant—Light and Water.—Incorporated: The Point Pleasant Water & Light Co., by Clark Howell of Charleston, J. S. Spencer, H. R. Howard, W. R. Gunn and George Hoffenbarger of Point Pleasant.

Ravenswood—Publishing.—Incorporated: The Pruden Directory Co., with a subscribed capital of \$5000, by M. M. Pruden, J. E. McGlothlin and others.

Salem—Oil Company.—Incorporated: The James Oil Co., by J. M. Flanagan and others.

Wheeling—Telephone Company.—Incorporated: The National Telephone Co., with a capital stock of \$15,000, by Andrew G. Stedman of Baltimore, Md., and others.

#### BURNED.

Douglas, Ga.—J. R. Davis' turpentine still; loss \$2000.

Georgiana, Ala.—Grist mill, saw mill and cotton gins owned by F. M. Rhodes of Greenville, Ala., and Dan Rhodes of Garland, Ala.

New Orleans, La.—St. Charles Theater; loss \$40,000.

#### BUILDING NOTES.

Alken, S. C.—Residence.—George Beckwith of New York will build at Alken a residence to cost \$35,000; dwelling is to have its own electric-lighting plant, etc.

Americus, Ga.—Residence.—T. F. Gatewood will erect a residence.

Baltimore, Md.—Residence.—F. E. Waters will expend \$20,000 on improvements to residence; plans by Baldwin & Pennington.

Baltimore, Md.—Store.—Henry Brauns has prepared plans for addition to jewelry store of T. A. Sadler & Sons, and contract was awarded to E. D. Preston.

Baltimore, Md.—Church, etc.—George C. Haskell has completed plans for the Bohemian M. E. Church building; to be of brick, stone and iron. J. E. Lafferty has completed plans for proposed \$40,000 warehouse, 30x158 feet, constructed of brick, stone and iron, containing elevators, etc.

Baltimore, Md.—Warehouse.—Geo. C. Haskell has completed plans for six-story \$100,000 warehouse for O. Herring & Son.

Blacksburg, Va.—Hall Building.—Contract for erection of Y. M. C. A. building awarded to W. W. Gray at \$18,200.

Charleston, S. C.—R. F. Clark will erect a \$5000 building.

Charleston, S. C.—Depot.—The Southern Railway Co. will probably build a depot to cost about \$50,000; Frank S. Gannon, general manager, Washington, D. C.

Charlotte, N. C.—Temple.—The Masonic Order will probably erect a temple to cost \$50,000. The Masonic Temple Association, care of D. E. Allen, can be addressed.

Chattanooga, Tenn.—Cottages.—Joseph Ladew of New York will contract soon for the erection of twenty-six brick and stone cottages, improve streets and pavements, etc., at a cost of \$300,000.

Clarksville, Tenn.—Warehouse.—W. F. Coulter will build a three-story warehouse.

Columbia, S. C.—Church.—Hayden & Wheeler of Atlanta, Ga., have commenced the preparation of plans and specifications for Main Street M. E. Church. Plans will be ready for bidders by June 12.

Columbia, S. C.—City Hall.—The city is inviting preliminary designs for a City Hall building. Address T. T. Talley, city treasurer. For particulars of the competition see advertisement in Manufacturers' Record.

Corsicana, Texas—Residence.—Fred Fleming awarded contract to J. E. Whiteselle & Co. at \$15,000 for erection of residence.

De Witt, Va.—Hotel.—It is reported a hotel will be built.

Ennis, Texas—Stores.—Wanted, for the next ten days, sealed bids for the erection of three brick stores. Plans and specifications can be seen in Calhoun's drug store. Right reserved to reject any or all bids. Address J. M. Calhoun or F. Templeton.

Fayetteville, N. C.—Warehouse.—W. A. Vanstory and others will form a company to build a tobacco warehouse.

Gaffney, S. C.—Churches.—Hayden & Wheeler of Atlanta, Ga., are preparing plans for First Baptist and Second M. E. Church buildings. Plans will be ready for bidders by June 12.

Hopkinsville, Ky.—Residence.—O. H. Anderson will erect a costly residence.

Huntington, W. Va.—Asylum Buildings.—Sealed proposals will be received by board of directors West Virginia Asylum for incurables until 10th of June for erection and completion of one of group of buildings for said asylum in accordance with drawings and specifications (which is to include the plumbing of the building) prepared by Harrison Albright, architect, Charleston, W. Va. Copies of the drawings and specifications may be seen at the asylum and at the office of the architect. Address all communications regarding drawings and specifications to the architect, and address the bids to the undersigned, Adelphi Hotel, Huntington; Mrs. Mary Jackson Ruffner, president of the board of directors. (This item previously noted.)

Huntsville, Ala.—Stores.—Thos. H. Gilbert will erect two store buildings.

Jacksonville, Fla.—Convent.—Sealed proposals in duplicate will be received up to 12 M., June 15, for erection of convent building on foundation at Duval and Market streets, Jacksonville. Plans and specifications can be had by applying to Very Rev. W. J. Kenny. All bidders will be required to accompany bids with a certified check for \$500, etc.

Joplin, Mo.—A. C. Michaelis is preparing plans for a building.

Joplin, Mo.—Warehouse, etc.—Osborne Wholesale Paper Co. will erect a two-story 38x150-foot warehouse, after plans by L. A. Hunter.

Kinston, N. C.—Warehouse.—Benjamin May of Farmville, N. C., and A. A. Forbes of Greenville, N. C., will erect tobacco warehouse at Kinston.

Lexington, Ky.—Office Building.—Mrs. Byron McClelland will erect a five-story office building to cost \$100,000.

Louisville, Ky.—Warehouse.—D. X. Murphy & Bro. have prepared plans for warehouse for Kentucky Wagon Manufacturing Co.

Louisville, Ky.—Dwelling.—J. J. Gaffney has prepared plans for residence for Dr. W. A. Hughes.

Louisville, Ky.—Residence.—Thomas & Bohne have prepared plans for \$10,000 residence for J. B. Pirtlex.

Lynchburg, Va.—Warehouse.—Wilson & Seay have contract to erect \$10,724 warehouse for Jas. M. Booker, Jr.

Morrisville, Mo.—College.—Viles & Moore of Bolivar, Mo., have contract at \$11,300 to erect college building at Morrisville.

New Orleans, La.—Apartment-house.—The Tulane Improvement Co. is said to contemplate erecting an apartment-house.

Richmond, Va.—Theater.—The Academy of Music Co. has approved plans of a New York architect for \$20,000 worth of improvements for its building.

Richmond, Va.—Depot.—The common council passed ordinance authorizing the Chesapeake & Ohio and the Richmond, Petersburg & Carolina railroad companies to erect their new depot; G. W. Stevens, general manager C. & O. R. R.

Rogers, Texas—Store.—H. G. Kendrick will erect two stores to cost \$5000.

Rome, Ga.—Depot.—The Southern Railway Co. has awarded contract for the erection of a \$50,000 depot.

Salisbury, N. C.—Courthouse.—County commissioners adopted the plans and specifications of the B. F. Smith Fireproof Construction Co. of Washington, D. C., and awarded contract for new addition and two fireproof record rooms and general repairs to courthouse for the sum of \$7500.

Shreveport, La.—Hotel.—It is reported that Dr. F. P. Robinson and parties from St. Louis, Mo., will erect a hotel.

Statesville, N. C.—Courthouse.—Contract for the erection of county courthouse has been awarded to the Nicholas Ittner Co. of Atlanta, Ga., at \$18,620.

Washington, D. C.—Dwellings.—Jas. G. Hill has prepared plans for enlargements to Washington College, cost \$15,000, and include 36x86-foot addition, etc.; W. M. Terrell will erect two brick and frame dwellings to cost \$3500 each; B. Stanley Simmons has designed two dwellings to cost \$11,500, and to have hot-water heat, etc.; Clarence E. Dawson has had plans prepared by Fred B. Pyle for \$5000 residence, with steam

heat, electric light, two tiled bathrooms, etc.; N. T. Haller has prepared plans for two residences for J. A. Wynkoop to cost \$14,000, having steam heat, etc.

Wilmington, N. C.—Hotel.—The Hotel Oceanic will be enlarged and improved. Col. R. A. Jenkins of Winston-Salem, N. C., can give information.

#### RAILROAD CONSTRUCTION.

##### Railways.

Annapolis, Md.—Another company has been incorporated to build an electric line from Washington to Annapolis. It is entitled the Potomac & Severn Electric Railway Co. and is capitalized at \$1,500,000. The proposed route is from a point in the District of Columbia, through Prince George and Anne Arundel counties to Annapolis. Among those interested are George R. Willis and Julian O. Ellinger of Baltimore.

Brownwood, Texas.—It is understood that the Fort Worth & Rio Grande Railway Co. is making arrangements to construct its line as far as Kerrville, Texas, on the San Antonio & Aransas Pass road. The extension will be 120 miles in length. C. M. Wicker at Fort Worth, Texas, is vice-president of the company.

Chattanooga, Tenn.—The final survey for the proposed extension of the Southern Railway from Chattanooga to Stevenson, Ala., has been completed and the report of the engineers submitted to the management for decision.

Chattanooga, Tenn.—The grading of the Chattanooga Rapid Transit Co.'s electric line from Chickamauga Park, Ga., has practically been completed, and tracklaying will begin in the near future. S. W. Divine, at Chattanooga, is president of the company.

Columbia, S. C.—The owners of the Florida Central & Peninsular Railroad have asked for a franchise to extend the line from its present terminus through Columbia to make a connection with a section of the Seaboard Air Line. E. St. John at Portsmouth, Va., is vice-president of the company.

Columbia, S. C.—It is reported that a contract has been let for grading the section of the Southern Railroad from Cayce's, near Columbia, to Seivern, S. C., to T. B. Jones & Co. of Baltimore. This section is about thirty-two miles in length.

Columbus, Miss.—The business men of Columbus are agitating the question of building a branch railroad to connect with the West Point division of the Illinois Central system. It is calculated that about eleven miles of line will be required.

Denton, Texas.—A committee has been appointed to promote the proposed railroad line from Denton to a connection with the Gulf, Colorado & Santa Fe Railroad. An effort will be made to secure a subscription of \$100,000 from the business men of Denton. Among those interested are A. E. Graham and Hon. A. O. Poe, mayor.

Franklinton, La.—W. W. Balington, chairman of the company promoting the railroad in Washington and St. Tammany parishes, Louisiana, informs the Manufacturers' Record that a company is now being capitalized with \$250,000 to be entitled the East Louisiana Extension Railroad Co. The road is to extend from Franklinton to Covington, where it will connect with the East Louisiana Railroad. The estimated length of the railroad is thirty miles.

Galveston, Texas.—It is now reported that the recent sale of the Gulf & Interstate Railroad was in the interest of the syndicate which, it is expected, will reorganize the Kansas City, Pittsburg & Gulf system, and that the two roads will be connected and operated by one company. J. C. Osgood represents the new owners of the Gulf & Interstate Railroad.

Grenada, Miss.—Joseph Newburger and others are interested in a plan to build a railroad from Grenada to Parsons, a distance of sixteen miles, to make a connection with the Illinois Central system. Negotiations with the Illinois Central have been in progress for some time.

Gulfport, Miss.—It is calculated that the total new mileage to be constructed by the Gulf & Ship Island Railroad Co. and its tributaries will aggregate 150 miles. In addition to the extension from Hattiesburg to Pontotoc the company proposes building a branch to Jackson and to extend the Columbia, Lumberton & Gulf from Lumberton to Columbia. S. S. Bullis of Gulfport is general manager.

Hagerstown, Md.—The Hagerstown & Frederick Railway Co. has been incorporated, with \$200,000 capital stock, to com-



plete the electric system between the points mentioned. Messrs. Douglas Bros. of Millersburg, Pa., are the principal promoters, and have made surveys. The company has secured the franchise from the authorities of Hagerstown to build its line along several streets.

Houston, Texas.—It is understood that New York and Texas parties have organized the Houston, Brazos & Northern Railroad Co., and that a charter will be secured in Texas giving it authority to construct a line which will connect Houston with Northern Texas and represent about 400 miles of road. The owners of the Texas Western Railway, extending from Houston to Sealy, are understood to be interested.

Laurel, Miss.—The Gulf & Ship Island Railroad Co. has secured control of the Laurel & Northwestern Railroad, now in operation between Laurel and a point near the Leaf river, a distance of fifteen miles. It is stated that the Gulf & Ship Island will continue the extension to a connection with its main line, which will necessitate the building of about twenty-five miles of additional road. S. S. Bullis at Gulfport is general manager of the purchasing company.

Lumberton, N. C.—Several forces of men are at work grading the route for the Carolina Northern Railroad between Lumberton and Marion, S. C. J. H. McRee of Lumberton is engineer.

Lyerly, Ga.—The railroad being constructed in the interest of the Cherokee Mining Co. from Lyerly to the company's property is nearly completed. It is nearly eight miles in length, and Charles C. Howard of Chattanooga is contractor.

Madison, Ga.—A report is current that a company may be formed to again take up the project to build a railroad from Madison to Dublin, Ga., along the valley of the Oconee river. J. H. Holland at Madison, Ga., is one of those interested.

Marietta, Ga.—The Atlanta, Knoxville & Northern Railroad Co., it is reported, has determined to expend about \$500,000 in improving its line from Marietta, Ga., to Knoxville, Tenn. As already stated in the Manufacturers' Record, it has under consideration an extension from Marietta to Atlanta, a distance of twenty miles. Joseph McWilliams at Marietta is general manager of the company.

Memphis, Tenn.—The Louisville & Nashville Company is reported as about to build a short line in the suburbs to connect it with the Nashville, Chattanooga & St. Louis road in South Memphis. R. Montfort at Louisville, Ky., is chief engineer.

Morganton, N. C.—The Morganton Chamber of Commerce has appointed a committee to assist in promoting the railroad line from Morganton to Lincolnton, in which H. L. Wilmer of Baltimore and others are interested.

Nashville, Tenn.—About 1500 men are now working upon the Tennessee Central Railroad and rails are being laid on the section in the vicinity of Emory Gap. Jere Baxter, at Nashville, Tenn., is president of the company.

New Orleans, La.—Another report is current that the New Orleans & Western Railroad is to be extended into Texas, according to the plan of the original company. It is understood that the terminus in Texas will be at Dallas. E. B. Van Nostrand is receiver of the company.

Paris, Texas.—It is reported that the Texas Midland Railway Co. has begun surveying a line from Texas to a point on the Red river. E. H. R. Greene at Terrell, Texas, is president of the company.

Richmond, Va.—The city council has approved the ordinance allowing the Richmond, Petersburg & Carolina division of the Seaboard Air Line, also the Chesapeake & Ohio Company, rights of way through certain streets in the city to reach their proposed terminals.

Rome, Ga.—C. B. Wilburn, president of the Chattanooga, Rome & Southern Railroad, advises the Manufacturers' Record that the extension of this line is under consideration, but no decision has been reached as yet in the matter. It has been reported that it would be extended to connect with a road terminating at Columbus, Ga.

Ronceverte, W. Va.—The Chesapeake & Ohio Railroad Co. has made arrangements to secure right of way for its extension along the Greenbrier river in Pocahontas and adjacent counties. The distance is ninety-six miles. Decatur Axtell at Richmond, Va., is president of the company.

Savannah, Ga.—It is officially announced that the Georgia & Alabama Railroad Co. has let a contract for the extension of its line from Meldrim to Savannah to L. R. Wright of Macon, Ga. Meldrim is the eastern terminus of the Georgia & Alabama at present. The extension will be about sixteen miles in length. John S. Williams of Richmond, Va., is president of the company.

Staunton, Va.—J. Frank Clemmer, one of the promoters of the electric railroad from Staunton to Middlebrook, writes the Manufacturers' Record that the line is now being promoted, but no arrangements have as yet been completed toward construction work.

Sumter, S. C.—The Sumter & Wateree Railroad is nearly completed, and it is calculated will have train service in operation by July 1. This line will be sixteen miles long and will be a branch of the South Carolina & Georgia division of the Southern system.

Velasco, Texas.—It is reported that the Velasco Terminal Railroad Co. has purchased the necessary rails and ties for the extension from its present terminus to a point on the harbor. E. D. Dorchester is manager of the company.

Washington, D. C.—Another survey is being made along the line of the proposed Washington & Gettysburg Electric Railroad. One of the officials of the company states that the section between Washington and Sandy Springs, Md., will be built first.

West Point, Ga.—Right of way is being secured for the proposed extension of the Chattahoochee Valley Railroad from its present terminus to Columbus. J. J. Hagedorn of West Point is one of the promoters.

#### Street Railways.

Atlanta, Ga.—The Collins Park & Belt Railroad Co. has applied for a franchise to construct its line along a number of the principal streets of the city, and it is reported has made arrangements to expend \$2,000,000 in improvements and extensions. J. C. Simmons, president of the company, states that a number of capitalists are associated with him in the matter.

Jackson, Miss.—It is stated that the Jackson Street Railway Co., which has recently completed its line in the city, has determined to build another extension into the suburbs within the next three months.

Mobile, Ala.—The Mobile Street Railway Co. has nearly completed its extension into the suburbs. Raphael Semmes at Mobile is manager of the company.

New Orleans, La.—The International Construction Co. of Detroit, Mich., has secured the contract to build the proposed street railroad along Napoleon avenue and in the western suburbs of the city. C. H. Lawrence, representative of the company, may be addressed at the Hotel Grunewald.

Norfolk, Va.—It is reported that the parties owning the Norfolk Street Railroad have purchased the charter of the Pig Point & Newport News Railroad Co. It was intended to operate this line from Norfolk to Pig Point in connection with a ferry to Newport News. R. Lancaster Williams at Richmond, Va., is president of the street railroad company.

#### Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

Bag Machinery.—R. H. Fishburne & Co., Roanoke, Va. (Box 103), wants addresses of manufacturers of machinery for making tobacco bags.

Bakery Equipment.—Scott McCauley, Winnsboro, S. C., wants a portable bake oven for bread, cakes, etc.

Bakery Equipment.—City Bakery, Valdosta, Ga., wants prices on steam-bakery equipment.

Baling Press.—See "Corn Mill."

Baling Presses.—See "Compresses."

Banking Fixtures.—D. A. Payne, secretary Lynchburg Trust and Savings Bank, Lynchburg, Va., wants to buy a good second-hand steel burglar-proof money chest.

Barges.—U. S. Engineer Office, New Orleans, La.—Sealed proposals for constructing six decked barges will be received until June

30. Information furnished on application; Geo. McC. Derby, major, engineers.

Barrel Machinery.—See "Woodworking Machinery."

Boiler and Engine.—See "Cotton Ginney."

Boiler and Engine.—Jos. Dreidel, 174 Shelby street, Louisville, Ky., is in the market for 10 or 12-horse-power engine and boiler.

Boiler and Engine.—High Point Upholstering Co., High Point, N. C., wants to buy second-hand 40-horse-power boiler and 30-horse-power engine in good running condition.

Boiler and Engine.—See "Water-works Equipment."

Boiler and Pump.—A. J. Little, secretary Elberton Oil Mills, Elberton, Ga., wants to buy new or good second-hand 100 to 150-horse-power boiler and a fill pump of three or four-inch discharge.

Bottling Apparatus.—The Quratol Co., E. M. Henry, president, Norfolk, Va., will need bottling apparatus, bottles, corks, corking machines, chemicals, drugs, etc.

Bridge.—Bids will be opened June 12 for construction of steel bridge. Address A. O. Ziegler, clerk of Clay county, Henrietta, Texas.

Candy Factory.—City Bakery, Valdosta, Ga., wants prices on candy-factory equipment.

Canning Machinery.—W. L. Jett, Roswell, Ga., wants catalogues, prices and full information regarding canning machinery.

Chemicals.—See "Bottling Apparatus."

Chemists' Supplies.—See "Tubes."

Clothing Machinery.—Cox & Co., Winston, N. C., want addresses of makers of pants and overall machinery.

Compress.—See "Cotton Ginney."

Compresses.—W. E. Elam, Box 493, Atlanta, Ga., wants addresses of manufacturers of cottonseed-hull baling presses and sacking machines.

Corn Mill.—B. F. McGrew, Pulaski, Tenn., will be in the market for complete outfit for corn sheller of 1000 bushels capacity, husk baler and feed crusher.

Cotton Ginney.—E. G. Gaither, Harmony, N. C., wants prices on cotton gin, baler, boiler and engine.

Cotton Machinery.—Perfection Mattress Co., 1602 First avenue, Birmingham, Ala., wants to buy second-hand lappers.

Cotton Mill.—Capt. J. B. James, vice-president Fort Valley Cotton Mill Co., Fort Valley, Ga., wants information regarding cotton manufacture, estimates on mill for \$50,000 company, etc.

Cotton Mill.—A. W. Ashford & Son, Watkinsville, Ga., want to correspond with makers of cotton-mill machinery.

Cotton Mill.—W. H. Harris, Fort Valley, Ga., wants full information regarding cotton manufacture, especially relative to the size of mill that \$30,000 to \$50,000 will establish; prices on equipment, etc., solicited.

Cotton-mill Machinery.—Peoples & Lane, Valdosta, Ga., want to correspond with manufacturers of carding machines.

Cotton-ropes Machinery, etc.—J. Crawford, Managua, Nicaragua, will receive information and prices on machinery for making rope three-eighths to one-quarter inch diameter, machinery for making coffee bags, machinery for making drills for clothing; also loom to plait the fiber of pita; also machinery for making Panama hats.

Cottonseed Machinery.—See "Compresses." Cranes, etc.—Pennsylvania Car Wheel Co., Pittsburg, Pa., will buy floor cranes and wheel flasks.

Crushers.—See "Road Machinery."

Dredging.—U. S. Engineer Office, Tampa, Fla.—Sealed proposals will be received until June 29 for dredging in Tampa bay. Information furnished on application; Henry Jervey, captain, engineers.

Electric-light Plant.—Atlantic Chemical Co., Norfolk, Va., wants electrical engine and dynamo sufficient to supply 200 16-candle-power incandescent lights.

Electric-light Plant.—University of the South, Sewanee, Tenn., will buy electric-light plant. Address B. L. Wiggins, vice-chancellor.

Engine.—See "Hoisting Engine."

Engine.—Harroun Elevator Co., W. H. Harroun, president, St. Joseph, Mo., wants to buy 24x48-inch (Corliss) engine, second-hand.

Envelopes.—See "Twine, etc."

Fire Protection.—Edenton Cotton Mills, Edenton, N. C., wants estimates on sprinkler system.

Foundry Tools.—See "Machine Tools."

Hoisting Engine.—Mt. Pleasant Mining

Co., 68 Wall street, New York, wants to buy double-drum hoisting engine, link motion, seven-inch cylinders, with five or six-foot drum.

Hat (Straw) Machinery.—See "Cotton-ropes Machinery."

Ice Machinery.—C. W. Jamison, 280 Front street, Marietta, Ohio, wants ice plant complete.

Irrigation Machinery.—North American Land & Timber Co., Limited, A. V. Eastman, manager, Lake Charles, La., will be in the market for irrigation machinery of all kinds.

Linoleum.—J. F. Trollinger, Washington, N. C., wants addresses of makers of linoleum.

Lumber.—Jos. Dreidel, 174 Shelby street, Louisville, Ky., is on the market for slack-barrel staves, heading, hoops, etc.

Machine Tools.—Tower-Binford Electric & Manufacturing Co., Richmond, Va., is in the market for hollow-spindle engine lathe, 14-inch swing and six-foot bed, upright power drill press and small milling machine.

Machine Tools.—E. Keenze, 318 N. Tonti street, New Orleans, La., wants to buy second-hand lever repress of largest size.

Machine Tools.—Atlantic Chemical Co., F. S. Royster, president, Norfolk, Va., wants second-hand iron lathe to take in a 20-inch pulley and 12-inch shaft.

Mattress Machinery.—Piedmont Broom Factory, Spartanburg, S. C., wants addresses of manufacturers of mattress machinery.

Metal Letters.—J. G. Brown, Wytheville, Va., wants addresses of manufacturers of metal lettering.

Piping.—City water board, Atlanta, Ga., will ask council for \$40,000 for piping to extend mains. Address "The Mayor."

Pump.—Johnson-Brown Co., Albany, Ga., wants pump to raise 100 gallons per minute from artesian well to height of thirty or forty feet.

Pump.—See "Boiler and Pump."

Railway Equipment.—Union Lumber Co., H. M. Atkinson, president, Atlanta, Ga., is in the market for 56-pound rails.

Railway Equipment.—B. M. Everson, German National Bank, Pittsburg, Pa., wants to buy two second-hand locomotives, 36-inch gauge, four-wheel, saddle-tank type, in first-class condition; give prices and full particulars.

Road Machinery.—J. G. King chairman street committee, Warrenton, N. C., wants addresses of manufacturers of stone crushers, rollers, etc., for street and road improvements.

Roofing.—Edenton Cotton Mills, Edenton, N. C., wants estimates on tar and gravel roofing.

Rubber Shoes, etc.—J. F. Trollinger, Washington, N. C., wants addresses of manufacturers of rubber shoes and boots, and of linoleum.

Sacking Machines.—See "Compresses."

Safe.—See "Banking Fixtures."

Sewing Machines.—See "Clothing Machinery."

Sprinkler System.—See "Fire Protection."

Starch Factory.—Jas. McMillan, Sheffield, Ala., wants to correspond with manufacturers of starch-factory machinery.

Starch-factory Equipment.—Michigan Starch Co., Traverse City, Mich., will buy equipment for factory of 4000 bushels potatoes capacity and for working 10,000 pounds wheat starch; equipment to include boilers, engines, shafting, pulleys, filter presses, tanks, graters, mills, bolters, etc.

Steam Specialties.—See "Water-works Equipment."

Tobacco Bags.—See "Bag Machinery."

Tubes.—Box 404, Atlanta, Ga., wants to correspond with manufacturers of steel tubes for liquid carbonic acid.

Twine, etc.—Crescent Paper Co., H. B. Butts, St. Louis, Mo., is in the market for paper, twine and envelopes.

Vehicle-works Machinery.—Twiford Vehicle Co., Pittsburg, Pa., will buy \$8000 worth of machinery for works.

Water Works.—Fred W. Auld, committee in charge of water works, Elberton, Ga., will ask for plans and specifications for water works; plant as contemplated is 50,000 or 100,000-gallon steel tank, etc. (See item in "Construction Department.")

Water Works and Sewerage.—James H. Pou, Raleigh, N. C., wants estimates on construction of water-works system for town of 1500 inhabitants; town is on river, and a bluff is located just above the town, where deep wells could be bored.

Water-works Equipment.—City of Wash-



ington, Ga., is in the market for two 80-horse-power high-pressure boilers, horizontal tubular; tandem compound high-speed automatic engine, 150 horse-power; heater, 150 horse-power; duplex pump to feed the boilers noted, other supplies, etc. Address Harry Ludlow, city engineer.

Water-works Supplies, etc.—Geo. P. Martin, Rutherfordton, N. C., wants to correspond with manufacturers of and dealers in water-works supplies.

Woodworking Machinery.—Warrior Machine Works, Birmingham, Ala., wants timber planer to plane four sides fourteen

inches thick and from fourteen to eighteen inches wide, 12-inch hand jointer; state maker's name, length of service, etc.

Well-drilling Machinery.—John A. Weddell, clerk, Tarboro, N. C., wants to correspond with well-borers.

Woodworking Machinery.—Longview Lime Works, Longview, Ala., is in the market for a hoop-nailing form for nailing different size hoops for slack barrels; also wants pony planer, lathe machine or hoop machine for sawing hoops, and a hoop collar.

## GENERAL INDUSTRIAL NEWS.

The cooerage of John Elzner of Chicago, Ill., has been damaged by fire to the extent of \$50,000.

The Cardiff Coal Co. will work mines at Osceola, Pa. A. C. Jackson of that town is one of the directors.

The United States Signal Co. will have its works at Newton, Mass., and has secured buildings and machinery.

Isaac Pelzer and others of North Aurora, Ill., have formed a company to manufacture flour, capitalized at \$10,000.

A. G. Jahaut and others have formed a company to manufacture furnaces at Akron, Ohio, capitalized at \$25,000.

P. A. Turner and others of Cohoes, N. Y., have incorporated the Tindall Co. to manufacture electrical apparatus.

Fire has damaged the works of the Dighton Stone Lining Co. at South Dighton, Mass., to the extent of \$20,000.

The Springfield Engraving Co., recently formed at Springfield, Ohio, includes C. F. Henderson as one of the directors.

G. W. Lamb of Nazareth, Pa., may be addressed relative to the Dexter Cement Co., recently formed with \$10,000 capital stock.

The Omaha Boiler Cleaner Co. will have its plant at Omaha, Neb. It is capitalized at \$100,000. A. B. Cook may be addressed.

Joseph D. Herr of Norwich, Conn., is interested in the New York Rubber Co., formed to manufacture specialties in this material.

R. S. Young of Bethlehem, Pa., is interested in the Merworth Casket Co., which will manufacture metallic coffins in that city.

Plans have been formed for a new apartment-house to be constructed in New York at a cost of \$625,000. A. B. Knight is architect.

Ansel Moffat of Indianapolis, Ind., is reported as interested in a proposed factory for making smokeless powder at Bozeman, Mont.

J. S. Stamm of Butler, Pa., may be addressed relative to the Pennsylvania Tank Co., incorporated to manufacture this article.

William H. Kinch and others have organized the Buffalo Expanded Metal Co. at Buffalo, N. Y., to have a capital stock of \$25,000.

A dispatch from Attleboro, Mass., is to the effect that Messrs. Bates & Bacon of that city have decided to erect a factory building.

Contracts have been let for the addition to the plant of the Lorain Foundry Co. of Lorain, Ohio, which will be 64x100 feet in dimensions.

S. S. Baker of St. Paul, Minn., may be addressed relative to the Baker Cement Co., recently organized in that city and capitalized at \$50,000.

E. M. Hutchins and others of Somerville, Mass., have formed the Pilgrim Motor Co. to manufacture motor vehicles, and capitalized at \$500,000.

A. J. Dings of Mt. Vernon, N. Y., is a director in the New York Street Cleaning Co., which proposes manufacturing machinery for this purpose.

A. E. Sanford of Wellesley, Mass., is a director in the Gayhead Fire Brick Co., recently organized at Saco, Maine, with \$300,000 capital stock.

A recent Maine incorporation is the Chipola Land & Lumber Co., capitalized at \$500,000. D. L. Wing of Brookline, Mass., is one of the directors.

J. P. Mathieu & Co. are reported as about to erect a factory on Tenth street, Philadelphia, which will include considerable electrical machinery.

The addition to the works of the Bullock Electric Manufacturing Co. of Cincinnati will make its capacity about three times that of the former output.

The Board of Trade of Pottsville, Pa., is

negotiating with New York and Philadelphia parties relative to the erection of a silk mill in that town.

A new coal-mining company in Pennsylvania has been organized by J. M. Cameron and others of Harrisburg, and is called the Sonnan Shaft Coal Co.

F. H. Goff of Willoughby, Ohio, and others are interested in the New York Blower Co., organized to manufacture these specialties with \$100,000 capital stock.

A dispatch from Batavia, N. Y., is to the effect that the Johnston Harvester Co. will add a three-story building to its plant for manufacturing grain-cutters.

The plant of the Foster Automatic Fire Extinguisher Co. will be located at Boston, Mass., and arrangements have been made to secure the necessary machinery.

Leroy S. Lewis of Hartford, Conn., is a director in the Sturtevant Manufacturing Co., incorporated to manufacture book machinery and capitalized at \$100,000.

The Bellows Falls Machine Co., which has secured the works of Osgood & Parker at Bellows Falls, Vt., may enlarge the plant by the addition of new machinery.

Richard Grant of East Orange, N. J., is interested in the Electric Rubber Manufacturing Co., capitalized at \$5,000,000 to manufacture specialties of this material.

The Campbell Knitting Mill Co. at Elmira, N. Y., has been formed, with \$80,000 capital stock, to manufacture textiles. C. R. Bruce of Elmira is among those interested.

L. Lincoln is a director in the Peabody Manufacturing Co., recently incorporated at Newburyport, Mass., to manufacture textiles. The company is capitalized at \$60,000.

The Mineral Tanned Leather Co., recently incorporated in Maine, will utilize a new process for tanning materials. F. A. Merrill of Somerville, Mass., may be addressed.

The American Chocolate Machinery Co. has been formed by W. Walter of Rose Bank, N. J., and others to manufacture special machinery, and capitalized at \$150,000.

The Fifield Shoe Machinery Co., recently incorporated in Massachusetts, will have its headquarters at Boston, and is capitalized at \$70,000. G. W. Fifield is one of the directors.

A dispatch from New Britain, Pa., is to the effect that a factory for manufacturing whiteware is to be established in the suburbs of that town, and that a site has been secured.

The Roach Shipbuilding Co. of Chester, Pa., is reported as about to make a number of improvements to its works, which will include the installation of considerable new machinery.

J. H. Harrison of Racine, Wis., is a director in the Harrison Brush Lubricator Co., recently incorporated in Minnesota with \$100,000 capital stock to manufacture brush lubricators.

The plant of the National Fire Brick Co. at Strasburg, Ohio, includes a main building 220x70 feet, with an addition 70x80 feet. It will have a capacity for turning out 50,000 bricks daily.

It is reported that the Assyrian Asphalt Co. of Chicago has become interested in deposits of this material recorded as discovered near Logansport, La., and will mine it on a large scale.

The National Biscuit Co. has determined to erect works in Philadelphia which will cost \$220,000 and give employment to 500 hands. Roydhouse, Erie & Co. of that city have the contract.

Messrs. Fleischmann & Co. will erect the factory recently referred to in the Manufacturers' Record at Peekskill, N. Y. It will consist of twenty-eight brick buildings, and contracts are being let.

The New England Liquid Air Co. has been formed at Boston, Mass., and capitalized at \$5,000,000. The directors include Boston and other New England people, and among them

is A. B. Upham of 73 Tremont street, Boston.

F. C. Watson, architect at Gloucester, Mass., may be addressed relative to the refrigeration plant which is to be built at Havana, Cuba. One building is to be erected by a New York syndicate.

The Havana Dry-Dock Co., recently incorporated in New Jersey, it is understood will construct a dock and possibly a shipyard at Havana. Louis G. Dodd of Montclair, N. J., is one of the directors of the company.

The Downey Manufacturing Co., recently organized at Menominee, Mich., it is understood, will build special machinery for saw mills, sewing machines and manufacturing bicycles. R. H. Downey may be addressed.

The Pennsylvania Car Wheel Co. of Pittsburgh, Pa., writes that its proposed addition will be five stories high and increase its capacity to the extent of 100 car wheels daily. It calculates to make further extensions in the fall.

The International Steel Car Co., recently incorporated in West Virginia, it is announced will manufacture steel rolling stock and is capitalized at \$3,000,000. Edwin D. Paulin of St. Thomas, Ont., is one of the directors.

Recent losses by fire include Edwin Ball & Sons' keg works of Pittsburgh, Pa., damage \$90,000; Potter Wall Paper Co., Buffalo, N. Y., \$80,000; Buffalo Belting Co. of the same city, \$10,000; Forbush & Brown, shoe factory, \$5000.

The Twyford Vehicle Co. of Pittsburgh, Pa., informs the Manufacturers' Record that it is about to let contracts for three three-story buildings and will require \$8000 worth of machinery. The works will be located near Pittsburgh.

W. S. Moser of New Salem, Pa., represents a syndicate which has recently purchased 3500 acres of coal land in the vicinity of Uniontown, Pa. The syndicate is reported as about to begin mining operations on a large scale.

John M. Shartle of Middletown, Ohio, is interested in the plan to construct a paper mill near Chicago, which will cost about \$1,000,000. The equipment will include two special machines capable of producing thirty tons of paper an hour.

A dispatch from Glens Falls, N. Y., is to the effect that the illuminating and power plant at that place has been sold to parties who will expend about \$50,000 in improvements upon it. H. B. Sweet of Utica, N. Y., is among those interested.

Plans have been completed for a power station for the Brooklyn Navy Yard, which, it is calculated, will cost \$100,000. A large quantity of electric machinery will be installed. The superintendent of the navy yard will give further information.

W. S. McLaughlin of Minneapolis, Minn., manager of the American Grain Co., advises the Manufacturers' Record that this corporation will construct about nine elevators in Nebraska and South Dakota, and that machinery has already been contracted for.

A Pittsburgh dispatch is to the effect that plans have been prepared for an office building in that city to be fourteen stories high and to cost \$800,000. The exterior will be principally steel and terra-cotta. The building will be erected by the Central Safety Deposit Co.

A Baltimore syndicate is interested in the Tidewater Steel Co., which has purchased the plant of the Wellman Steel Co. at Chester, Pa. The announcement is made that improvements will be made to the works at once. George H. Stickney of Baltimore is one of the directors.

The Michigan Starch Co. of Traverse City, Mich., writes the Manufacturers' Record that its plant will include one building 198x58 feet and a power-house 40x60 feet, and will be constructed by day labor. A complete outfit of machinery will be required. The plant will utilize 4000 bushels of potatoes daily and 10,000 pounds of wheat.

Plans have been prepared for the machine shop to replace the structure recently burned at the Brooklyn Navy-Yard. The building and additions will comprise about 80,000 square feet and the main building will be 470 feet long. Bids for construction will be solicited in the near future. The superintendent of the navy-yard will give further details.

According to a dispatch from Monterey, Mexico, a company capitalized at \$10,000 has determined to erect works in the vicinity of that city which will include a steel rolling mill, machine shops, a car factory and a plant for manufacturing farm implements. It is announced that the company has secured 250 acres of land for a site. Eugene Kelly, Jr., of the banking firm of this name

in New York, is mentioned as associated with the enterprise.

### TRADE NOTES.

Cotton Machinery for Sale.—Mr. Chas. E. Childs of Easthampton, Mass., is offering for sale a lot of good second-hand cotton machinery. See list in advertisement.

Opportunity for Manufacturing.—Mr. John R. Fain of Knoxville, Tenn., offers free use of water-power and brick building for term of years; property is located on the Southern Railway.

Oldham & Sons' New Address.—The firm of Joshua Oldham & Sons (Incorporated) of 351 E. Sixty-first street, New York, has removed its offices to 112-130 Twenty-sixth street, Brooklyn, N. Y.

Wood and Iron Working Machinery.—Mr. Geo. W. Pritchett, Greensboro, N. C., is about to take agencies in North Carolina for wood and iron working machinery. Correspondence from manufacturers is solicited.

Heating, Ventilation and Dry Closets.—Another good Southern contract has been secured by the Peck-Hammond Co. of Cincinnati. The order calls for the installation of heating, ventilation and dry-closet system in the new school building at Starkville, Miss.

Cambria Steel Co. Removal.—The Cambria Steel Co. of Pittsburgh, Pa., is giving notice to its patrons that its plant has been removed to Johnstown, Pa., where it will have all facilities necessary to supply its increasing trade, the capacity to be much greater than obtained at the old plant.

Woodworking Plant in New York.—A finely-equipped sash, door and blind factory in New York State is being offered for sale by parties who desire to dispose of the property because of other interests demanding their attention. Information can be had of Lock Box 54, Middleport, N. Y.

Designs for City Hall.—The city of Columbia, S. C., invites preliminary designs for a city building. The structure is to be a most complete one of its character, and several cash prizes are offered for the accepted designs. For further particulars address T. T. Talley, city treasurer (or see advertisement).

Atlanta Office for Lidgerwood.—A branch office in Atlanta, Ga., has been established by the Lidgerwood Manufacturing Co. of New York city, manufacturer of improved hoisting engines and suspension cableways. The Atlanta office is in the Prudential Building, with Mr. J. H. Dickinson acting as sales agent.

Successful Contractors.—Messrs. Wilson & Seay of Lynchburg, Va., have now under contract in their city a number of good contracts. One order is for a \$13,000 foundation for enlargement to be made to a cotton factory, another is for a \$11,000 warehouse, others are for various uses and costing different amounts.

Lumber Manufacture for Sale.—Mr. A. C. Danner of Mobile, Ala., is offering for sale a large saw and shingle mill at a low price. It is claimed that this offers a most excellent opportunity for investment, and the present owners have plenty of confidence in the property, being willing to form a stock company if sale is not made.

Its Lasting Qualities.—The value of roofing plate lies in the length of time it will last, and the length of time will undoubtedly depend upon the method by which the plate is coated, and upon the evenness and uniform thickness of its coating. This method is claimed to be that of the works of Merchant & Co. (Inc.) of 517 Arch street, Philadelphia.

Lubricating Fast-Running Machinery.—Engineers in charge of fast-running machinery recognize that the matter of expense for repairs is a troublesome one and that a strictly pure lubricant is essential to keep the machinery in order. Those who have tried the original Albany grease, manufactured by Adam Cook's Sons, 313 West street, New York, report splendid results in lubrication, with a saving in repairs.

Selling to the Russian Government.—Edward Robinson, proprietor of the Wells light, 44 and 46 Washington street, New York, returned from England on the steamer Umbria a few days ago, after a very pleasant trip, taken partly in the interest of the Wells light business and for pleasure. Dur-



ing Mr. Robinson's absence abroad 1500 of the now famous Wells lights were sold to the Russian government for use upon their railroads in that country.

**Wants Partner for Iron Works.**—A practical man of experience is desirous of forming a partnership with a man of capital for the purchase and operation of a foundry and machine plant. It is the intention to especially construct sugar mills, for which there will be a growing demand in Cuba, Porto Rico and Mexico. Or the advertiser will negotiate for a 10-year loan of \$50,000, secured by first mortgage on city real estate. For further information address "New Orleans," care of Manufacturers' Record.

**Portable Culverts and Similar Ducts.**—The portable highway and railroad culverts, drains, sewers, gutter crossings, etc., of Wm. A. Nichols of Philadelphia (Girard Building, Broad and Chestnut streets) have become of notable prominence. These improved culverts are made for various uses and to suit each particular case that may be submitted. Another patent on these culverts has just been issued to Mr. Nichols, making five altogether that he owns on his devices. For descriptive catalogue address Mr. Nichols as above.

**Pneumatic Tools.**—The American Pneumatic Tool Co. of New York city has sold to the National Pneumatic Tool Co. of Philadelphia, Pa., the right to manufacture pneumatic tools for use in the metal trades. The National Pneumatic Tool Co. pays a considerable sum for this privilege, which is to be exclusive except as regards the American Pneumatic Tool Co., which will continue to make and sell for all purposes pneumatic tools as heretofore. It is stated that this right was purchased by the National Pneumatic Tool Co. upon the advice of their counsel.

**Endurance of Fan Blowers.**—The wonderful endurance of a well-designed and thoroughly-constructed fan blower is very emphatically evidenced by a recent statement of The William Kennedy & Sons, Ltd., Owen Sound, Can., to this effect: "We have two Sturtevant pressure blowers in use, one of which has run over thirty-two years steady, and often twenty-four hours per day, and is apparently as good as when installed, although no one has as yet seen the inside of it. The other has been used for foundry purposes, and has been in use for about thirty years or so."

**Coal and Iron Lands Offered.**—A fine coal and iron property is on the market. The lands comprise 25,000 acres of coal, wherein are ten seams of twenty-seven to seventy-eight inches in thickness, and 4000 acres containing three beds of red fossiliferous hematite ore, one to four feet thick, averaging 50 to 60 per cent. metallic iron. The properties are located on three railroads and bordered by a river that connects with the Mississippi. Owner of these lands is also willing to form partnerships with moneyed man for development. For further information address "Promoter," care of Manufacturers' Record.

**Phillips & Worthington, Engineers.**—Messrs. Phillips & Worthington of New York have just received contract to install an independent system of water supply from driven wells at Mott Haven, New York, for the New York Central & Hudson River Railroad. The firm has completed extensive foundation borings for Babbitt Soap Co. of New York for a large building. This firm of engineers has its offices in the Washington Building at No. 1 Broadway, and is composed of Edward Phillips and Samuel Worthington, late with the Hydraulic Construction Co. Diamond drill work, foundation borings, water works, artesian and driven wells, etc., is undertaken by the firm.

**Bolivar Fire-Brick.**—For half a century Bolivar fire-brick has been noted in the markets of the country as possessing the highest qualities that such a brick is valued for. Bolivar fire-brick is the product of the Reese-Hammond Fire-Brick Co. of Bolivar, Pa., which has developed the present plant from the smallest of beginnings made as far back as 1844 by a Scotchman wandering from his native country in search of a home in the new land of promise. Through several changes in partnerships since 1866 the company (as at present constituted) has directly come to life. The plant employs about 1500 operatives; its capacity is 45,000,000 brick annually, and it has enough clay on hand to last 200 years.

**Gold Medal Engine.**—The 16x16 Buffalo (N. Y.) Forge Co. center-crank class "A" engine, running in oil, winner of the gold medal awarded for the best high-speed en-

gine at the Omaha Exposition, has been purchased by Messrs. B. O. Ellis, electrical engineers of New York city, for the Bowery Bay Building & Improvement Co., North Beach, Long Island. Data with reference to this engine's running record is given in a tasteful folder as follows: Boiler pressure, 125 pounds; revolutions per minute, 250; horse-power, 279; cut-off, 1-4; engine running non-condensing; period of operation, June 1, 1898, to November 30, 1898; total 183 days; number of hours operated per day, 18 to 22; engine ran continuously without interruption every day from start to finish with full load, and at times considerable overload.

**Electrical Machinery Promptly.**—The Bullock Electric Manufacturing Co. of Cincinnati, Ohio, is experiencing the practical results of prosperous times, coupled with a record for high-grade electrical machinery. The new factory, with treble the capacity of former plant, and with new tools being added almost daily, finds it very difficult to supply promptly the machines called for. This difficulty, however, will soon be obviated by increased facilities; numerous special machine tools, which have been delayed by the crowded condition of the makers' factories, are soon to arrive, and with these in operation it will be possible to deliver more promptly. The type "N" Bullock slow-speed motor, so admirably adapted to the driving of machine tools and other machinery by direct connection, is receiving much deserved attention from consulting and contracting engineers, both at home and abroad.

**Softening and Purifying Water.**—The necessity of treating water for its purification and softening is rapidly gaining ground in this country, as is evidenced by the contracts for plants for that purpose which are being made from time to time. The Wefugo Company of Cincinnati is the patentee and builder of a softening and purifying plant that is meeting with much success, the more recent contracts filed including one of 48,000 gallons capacity for the Weir Frog Co. at Cincinnati; enlargement of 14,000-gallon plant at Denison, Texas; enlargement of 72,000-gallon plant at Brenham, Texas; complete 33,000-gallon plant for paper company at Hamilton, Ohio; 28,000-gallon plant in ice plant at Galesburg, Ill., contract being secured from Westinghouse, Church, Kerr & Co. of Pittsburgh; 7200-gallon plant at Carthage, Mo.; 19,200-gallon plant at Temple, Texas. A circular issued by the company presents some interesting recommendatory letters from users of the Wefugo plants.

**The American Ginning Co. and the Prior Roller Gin.**—With the formation of the American Ginning Co. in New Jersey last week, with a capitalization of \$5,000,000, an amalgamation is made with the Prior Cotton Gin Co. whereby the new organization absorbs the Prior Company and with it all the rights of the patents of that company. The new organization, with its large capitalization, is formed for the purpose of placing the new roller gin on the market simultaneously throughout the cotton States, and to put upon the market a sufficient quantity of superior ginned cotton to make the advent of the new gin an important factor in the cotton market. When it is figured that the new process of ginning enhances the value of the cotton from one-quarter to over one cent per pound it will be seen that the excess profit which will of necessity be divided between the plant and the buyer will amount to a minimum of \$1.25 per bale and up, or on one-quarter of the cotton crop over \$3,750,000. The company will hold a meeting in Boston within two weeks to outline its policy and actions. Mr. Thos. W. Prior (927 Chestnut street, Philadelphia) is vice-president of the company.

**High-Speed Engines.**—With the changed conditions in American manufacturing this is fast becoming an age of specialties. In this connection it is desired to call attention to the Payne Company, which has been organized and purchased the business and works of Messrs. B. W. Payne & Sons at Elmira, N. Y. This establishment has been producing for over half a century the Payne high-speed automatic engines of the single and four-valve types, the machine of the present day being the logical evolution of experience, combined with modern enterprise and progress. The Payne Company's plant has been running for the past year night and day, and many improvements have been made and new machinery added to improve the methods of production and increase the capacity. The company does not aim to build any size engine for any purpose, but confines its energies to a limited number of sizes of high-speed engines for isolated lighting and power work, claiming

to produce in that line a machine that is unsurpassed, if equalled, by American makers. The Payne Company has continued the office and works at Elmira, with a New York city office in the Beard Building at 120 Liberty street. Send for catalogues.

**Hazelton Boilers.**—The Hazelton Boiler Co. of New York reports sales for last year to exceed those of the previous year about 75 per cent., with a steadily-increasing demand from all over the country and abroad. While undoubtedly improved business conditions may account in part for this increase, high-class goods, fair prices and prompt execution of orders are principally responsible. Aside from those from new customers, it has orders for additional boilers from old customers, who are using the original boilers purchased from it, many of which have been in successful operation from ten to twenty years, and give as fine results as when started. What is unusual, in no single instance have the boiler inspectors cut down the pressure, while the repairs for the entire period have been very trifling, and the boilers are in first-class condition at the present time. The company is executing a number of important orders, and on its list of recent sales are the most prominent concerns of Connecticut, Massachusetts, New York, New Jersey, and the American Sugar Co., Molokai, Hawaiian Islands. These boilers are of a large size, and will have brick-lined steel jackets, which is the new and popular style of setting for this boiler, and the subject of patents owned by its maker. After many years of service the Hazelton boiler has made a wonderful record for economy and durability, and commands the approval of all who thoroughly examine its merits. The Hazelton Boiler Co. has just purchased a tract of land and will shortly commence the erection of a large new plant, with modern equipment, for the manufacture of its boilers, stacks, tanks and other kinds of sheet-iron work and general repairs to machinery.

## TRADE LITERATURE.

**"Graphite."**—The June number of "Graphite" contains much that is of interest to users of graphite in its various forms. The Jos. Dixon Crucible Co. of Jersey City, N. J., will send copy on application.

**Westinghouse Literature.**—The Westinghouse Electric & Manufacturing Co. of Pittsburgh has issued booklets devoted to its direct-current fan motor, alternating-current fan motor and Wurts non-arcing lightning arresters.

**Sifting Sand.**—A bright booklet is issued by Messrs. Gould & Eberhardt of Newark, N. J., relative to their sand sifter and mixer. This machine mixes and sifts at the same time, and appears to be an invaluable adjunct to any industrial plant using sand. Drop a postal for booklet if you are interested.

**Chain Hoists, Cranes and Trolleys.**—A complete catalogue of its class is that issued under date of May 15 by the Chisolm & Moore Manufacturing Co. of Lake and Kirtland streets, Chicago. This company manufactures a most complete line of chain hoists, pneumatic, electric, hand-power, cranes and trolleys, steel door hangers and rail, baggage-car door-hangers, elevator door-hangers and locks, etc.

**Mechanical Draft.**—The influence of mechanical draft upon the ultimate efficiency of steam boilers is treated of in a most meritorious manner by Walter B. Snow in a booklet recently issued. The article is a reprint from the Columbia Engineer, Columbia University, New York city. Mr. Snow is one of the engineers of the B. F. Sturtevant Co. of Boston. It is understood that copies of booklet may be obtained on application.

**Is It Hot Enough for You?**—As the temperature increases, so does the desire to keep cool. To this end a positive circulation and renewal of air is necessary, and may be secured in the simplest manner by an electrically-driven fan. A most carefully designed apparatus of this type is that illustrated and described by the B. F. Sturtevant Co. in its Bulletin N. The fan is designed to move air in large volumes, and not merely to agitate it.

**Dey Time Register.**—A leaflet has been issued relative to the Dey time register. The care of business time has become of the utmost importance, especially in factories where large numbers of employees are engaged. To care for this time a number of registers have been placed on the market,

among which is the present one mentioned, made by the Dey Time Register Co. of Syracuse, N. Y.; Western branch, J. H. Wilson Manufacturing Co., 40 Dearborn street, Chicago.

**Hand-Power Hoisting Machinery.**—An attractive and instructive new catalogue of improved hand-power hoisting machinery has been issued, giving detailed information regarding improved chain hoists, hand-power traveling cranes, overhead tramways, safety dumb-walters, elevators, inclined cellar hoists and other well-known specialties upon which J. G. Spedel has built up an enviable reputation. In the catalogue are given in a concise but interesting way many pertinent facts of value to all persons concerned in such specialties. A copy of this catalogue can be secured by addressing J. G. Spedel, Reading, Pa.

**Tin Roofing.**—There have been recently prepared three treatises on tin roofing well worthy of consideration by architects, engineers and everyone interested in this material. The first thoroughly explains "How Roofing is Made." The second tells "How a Tin Roof Should be Laid and Painted." The third shows in detail the difference of the Merchant method of manufacturing plates from the old Welsh method, and the reasons for claiming superiority for the new method. These pamphlets will be sent to anyone sufficiently interested in the matter to address a request on a postal card to Messrs. Merchant & Co., Inc., Philadelphia, New York, Brooklyn or Chicago.

**Westinghouse Junior Engine.**—This engine is designed and built by the Westinghouse Machine Co. of Pittsburgh, Pa. The catalogue referring to this engine contains a line of the most accurate and clearest photo illustrations it has been our chance to examine for some time. With clear and concise language employed in the description and with the illustrations referred to there is conveyed to the reader a most vivid representation of the machine. The company's sales department is in charge of Westinghouse, Church, Kerr & Co., engineers, with offices in New York, Pittsburgh, Chicago, Boston, Buffalo, Detroit and the leading cities of the prominent countries of the world.

**Olecake Machinery, etc.**—Designing and constructing in the light of fifteen years' close personal attention to the requirements of the work enables the Foss Manufacturing Co. of Springfield, Ohio, to produce a line of machinery that is well adapted to the purposes for which it is built. The company states that its repeated practical experiments in the different ways of treating materials for certain results has enabled it to make machines that produce the best results in the best, most rapid and economical manner. The Scientific attrition mills and crushers of the company are treated of in its new catalogue, now before us, the machinery being for cottonseed and linseed olecake and cake from all other oil-bearing seeds. If interested, ask the company for booklet.

**Sullivan Diamond Drills.**—An experience of nearly forty years in the manufacture of machinery for rockworking has enabled the Sullivan Machinery Co. to attain a position of eminence in its particular line. The Sullivan machinery is known and in use in all parts of this country and in such other countries as Mexico, all the South and Central American republics, Canada, Alaska, Siberia, Japan, France, Spain, Germany, Norway, etc. The Sullivan diamond prospecting core drills are operated by various powers accordingly as the exigencies of particular cases may require, and full particulars regarding them may be gleaned from the new catalogue. Address the company at 54 to 60 North Clinton street, Chicago, or at the Eastern office and main works, Claremont, N. H.

**Recommending Carborundum.**—The use of carborundum wheels for sharpening and grinding purposes continues to steadily increase. Since the introduction of this material and its manufacture into wheels a number of large factories throughout the country have adopted them and found them much more than satisfactory. The Carborundum Company of Niagara Falls, N. Y., states in a recent letter that it has found it necessary to enlarge because of the demand for its product. Therefore an electrical plant has been installed, doubling the former capacity. The quality of the company's product is constantly being improved and several very strong testimonial letters received lately gratified the company exceedingly. Several of these letters are given place in a leaflet issued to the trade. Write for catalogue and prices.



## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

## Opportunity to Bankers.

In a letter to the Manufacturers' Record R. D. Scales, secretary of the Business Men's League of Celeste, Texas, writes that an opportunity is offered in that town to start a bank, as well as several manufacturing enterprises. The town now has a number of industries, and is located on two of the principal Southwestern railroad lines.

## New Corporations.

S. W. Smith of Arcadia, La., is forming a bank at Natchitoches, La., to be capitalized at \$50,000.

H. P. McGregor and others have formed the Real Estate Banking Co., with offices at Wheeling, W. Va.

A dispatch from Fitzgerald, Ga., is to the effect that another bank may be formed in that city in the near future.

The Bank of Sylacauga, Ala., recently formed, is capitalized at \$50,000. Among those interested are J. E. Pearson of that place.

The Cole Investment Co., recently incorporated at St. Louis, Mo., has \$300,000 capital stock. Nathan Cole is one of the directors.

The Timmons Investment Co. has been chartered at Timmons, S. C., and capitalized at \$5000. J. A. Call is one of the directors.

The Little Rock Mutual Loan Association has been incorporated in that city by J. R. Newman and others, with \$2,000,000 capital stock.

The Citizens' Trust & Deposit Co. has been organized at Parkersburg, W. Va., and capitalized at \$200,000. C. H. Shattuck and J. H. Jackson are among those interested.

R. M. Glacken and Richard L. Brittan of Baltimore are interested in the Industrial, Investment & Securities Co., recently organized in Baltimore and capitalized at \$100,000.

The Grayson County National Bank at Sherman, Texas, has begun business with J. P. Withers, president; C. A. Andrews and J. R. Christal, vice-presidents, and J. W. Blake, cashier.

The Guarantee Trust & Deposit Co., recently organized at Washington, D. C., will have \$5,000,000 capital stock. William B. Williams of Washington is the principal stockholder.

The new bank to be formed at Couthatta, La., will be called the Bank of Red River, and will be capitalized at \$25,000. L. M. Carter of Shreveport and J. D. Wilkinson of Couthatta are among the directors.

The Green River Banking Co., recently organized at Owensboro, Ky., will absorb the Citizens' Savings Bank, and will utilize the building of the latter corporation. The new company is capitalized at \$50,000. G. A. Owens is cashier.

## New Securities.

The Bloomfield Bank of Bloomfield, Mo., has increased its capital from \$10,000 to \$25,000.

The St. Paul Building Co. at Baltimore has issued \$100,000 worth of 5 per cent. bonds secured by a mortgage on its property.

The school district of Clinton, Tennessee, will vote June 23 on the question of issuing \$10,000 in bonds for school purposes.

The Noel-Young Stock & Bond Co. of

St. Louis has purchased the issue of \$4000 in 5 per cent. bonds of Laurel, Miss., at 101.

The town of McMechen, W. Va., will receive bids until July 1 for an issue of 6 per cent. bonds. J. L. McMechen may be addressed.

Messrs. Denison, Pryor & Co. of Cleveland, Ohio, have purchased the issue of \$8000 in 6 per cent. bonds of the district of Wharton, Texas, at 104.75.

The people of Cheraw, S. C., have voted in favor of issuing \$10,000 in bonds for a bridge. The town commissioner will give further information.

The town of Jennings, La., may vote July 1 on the question of issuing about \$30,000 worth of water-works bonds. The mayor will give further information.

An election will be held at Louisburg, N. C., on June 14 to decide the question of issuing \$30,000 in bonds for improvements. Address George S. Baker, town clerk.

Douglas Allen may be addressed relative to the issue of \$10,000 in warrants to be placed on the market to construct a school at Jasper, Ala. They will run five years.

The issue of \$90,000 in bonds recently voted for by the city of Newport News, Va., it is understood, will soon be placed on the market. The mayor may be addressed.

The town of Waynesville, N. C., will receive bids until June 30 for the issue of \$15,000 in bonds for improvements. They will bear 5 per cent. interest. H. R. Ferguson is mayor.

The Commissioners' Court of El Paso, Texas, has decided to issue bonds for refunding purposes to bear 5 per cent. interest. The proposed amount is \$49,000. A. M. Pittman, clerk, may be addressed.

No arrangements have as yet been made to sell the issue of bonds authorized by Jackson county, Alabama, for improvements. The board of commissioners may be addressed at Scottsboro.

It is understood that the town of Davidson, N. C., will place on the market its proposed issue of \$6000 in bonds in the near future. They will bear 6 per cent. interest. The mayor may be addressed.

The city authorities have approved the issue of \$10,500 of refunding bonds of Starr county, Texas. They will probably be placed on the market in a few weeks. The county commissioners may be addressed at Rio Grande City, Texas.

B. P. Williamson, county treasurer, may be addressed relative to the issue of \$8000 in bonds to be sold by Wake county, North Carolina. These bonds will bear interest at 6 per cent. Mr. Williamson's address is at Raleigh, N. C.

The authorities have approved the proposed issue of \$50,000 in bonds of Gonzales county, Texas, and they will probably be placed on the market in the near future. The board of school commissioners may be addressed at Gonzales, Texas.

Kanawha county, West Virginia, will vote July 8 on the question of issuing bonds to the amount of \$300,000. Of this sum, \$150,000 will be used for manufacturing purposes and the balance for improvements. The board of county commissioners may be addressed at Charleston.

## Dividends and Interest.

The Bonsack Machine Co. of Lynchburg, Va., has declared a dividend of 2½ per cent.

The American Car & Foundry Co. of St. Louis, Mo., has declared a dividend of 1¼ per cent.

The Philadelphia, Wilmington & Baltimore Railroad Co. announces a semi-annual dividend of 3 per cent.

The Southern Mutual Insurance Co. of Atlanta is reported as having declared a dividend of 70 per cent. to stockholders.

The German Bank of Louisville, Ky., has declared a dividend of 5 per cent. on the earnings of the first five months of the present year.

The cotton-mill company of Huntsville, Ala., at its annual meeting announced a surplus payable for dividends of 25 per cent. Of this, 15 per cent. was declared and 10 per cent. added to the company's reserve fund.

Coupons due June 1 will be paid by the Mercantile Trust & Deposit Co. on the following securities: City of Norfolk 5s, Manchester Water Co. first 6s, Seaboard Air Line Equipment 5s, Monongahela River Railroad Car Trust 6s, and City of Lynchburg Refunding 4½s.

## Financial Notes.

At the annual meeting of the Baltimore Stock Exchange Derrick Fahnestock was re-elected president, and Clymer Whyte, chairman of the board of directors.

The St. Francis levee board of St. Francis district, Arkansas, has sold its issue of \$750,000 in bonds at a premium of one-half per cent. to the New York Life Insurance Co. A number of bids were received from other investment centers.

The Farmers and Drovers' Bank of Louisville, Ky., has begun business under the title of the Southern National Bank, having secured authority for this purpose. James S. Escott is president, and W. J. Thomas, vice-president. The bank is capitalized at \$250,000.

Considerable interest has lately been aroused in financial circles by the retirement of W. L. Trenholm as president of the North American Trust Co. of New York, and of Messrs. Samuel M. Jarvis and Roland R. Conklin as vice-presidents. Some of the rumors published in the New York papers of friction in the board, the Manufacturers' Record is authorized to say are entirely without any foundation. Messrs. Jarvis and Conklin owned a controlling interest in the company, which has been remarkably successful.

From a personal friendly letter from Mr. Roland R. Conklin to the editor of the Manufacturers' Record we take the liberty of making the following extract bearing on the change of officers:

"The facts are as you suppose. We have built up a very large and profitable business for the company, and have recently had an opportunity, by increasing our stock, of identifying with us very large and influential interests. There have been no disagreements in the board, and we only took the opportunity, coveted for some years past of relieving ourselves as far as possible of the harassing details connected with official positions. We have not sold any of our stock, nor do we expect to, and we will be as directors as closely in touch with the policy of the company as we have been as officers. We are not, however, retiring from business life, as we hope to have many years of usefulness yet in the business world in connection with the development and growth of a number of business enterprises."

## Summer Outings—Personally Conducted Tours via Pennsylvania Railroad.

The Pennsylvania Railroad Co. announces the following personally-conducted tours for the summer and early autumn of 1899:

To the North, including Niagara Falls, Toronto, Thousand Islands, the St. Lawrence, Montreal, Quebec, Roberval (Lake St. John), the Saguenay, Au Sable Chasm, Lakes Champlain and George, Saratoga, and a daylight ride through the Highlands of the Hudson, July 22 to Au-

## TABLE OF CONTENTS.

EDITORIAL:	Page.
The South's Unmatched Advantages for Basic-Steel Making.....	327
Continued Activity and Prosperity of German Iron Interests.....	327
The Anti-Trust Spirit.....	327
Meaning of the Mills.....	328
Death of President Thomson.....	328
The Iron Boom—Will It Last?.....	328
Birmingham Steel Goes to Pittsburg....	330
Eastern Iron Markets.....	330
Iron Interests in Southwest Virginia....	330
Iron Syndicates in Germany.....	331
The World's Iron Situation.....	331
A Business Convention in Texas.....	331
Improvements at Radford.....	332
Railroads Encourage Industries.....	332
COMMERCE:	
For Summer Tourists.....	332
The Southwest Congress.....	332
Deeper Water at Galveston.....	332
Jottings at the Ports.....	332
RAILROAD NEWS:	
Southern Railway Plans.....	332
An English View of B. & O.....	332
Strengthened Its Position.....	333
Important Louisiana Project.....	333
Gulf & Ship Island Extensions.....	333
A Reported Combination.....	333
The Choctaw & Memphis.....	333
Granted Right of Way.....	333
From Pittsburg to Florida.....	333
To Build to Savannah.....	333
Cars for Southern Roads.....	333
New Cars for C. & O.....	333
New Railroads in Texas.....	333
The Contract Let.....	333
Railroad Notes.....	333
TEXTILES:	
Pure Water in Mills.....	334
Activity in Cotton-Mill Building.....	334
Dividends of Cotton Mill at Huntsville.	334
Mill of 20,000 Spindles.....	334
Textile Notes.....	334
COTTONSEED OIL:	
The Market for Cottonseed Products..	335
Two Views of the New York Market..	335
Cottonseed-Oil Notes.....	335
A Valuable Work.....	335
LUMBER:	
Lumber Market Reviews:	
Baltimore.....	336
Charleston.....	336
Savannah.....	336
Jacksonville.....	336
Mobile.....	336
Lumber Notes.....	336
PHOSPHATES:	
Phosphate Markets.....	337
Phosphate and Fertilizer Notes.....	337
CONSTRUCTION DEPARTMENT:	
New Enterprises.....	338
Building Notes.....	340
Railroad Construction.....	340
Machinery Wanted.....	341
General Industrial News.....	342
Trade Notes.....	342
Trade Literature.....	343
FINANCIAL NEWS:	
Opportunity to Bankers.....	344
New Corporations.....	344
New Securities.....	344
Dividends and Interest.....	344
Financial Notes.....	344

gust 7; rate, \$125. August 12 to 25, visiting same points as first tour except Roberval and the Saguenay; rate, \$100 for the round trip from Baltimore, and proportionate rates from other points.

To Niagara Falls, excursion tickets good to return within ten days will be sold on July 27, August 10 and 24, September 7 and 21, October 5 and 19, at rate of \$10 from Philadelphia, Baltimore and Washington. These tickets include transportation only, and will permit of stop over within limit at Buffalo, Rochester, Canandaigua and Watkins on the return trip.

Five-day tour to Gettysburg, Luray and Washington September 16. Rate, \$25 from New York, \$22 from Philadelphia. Proportionate rates from other points.

An 11-day tour to Gettysburg, Luray Caverns, Natural Bridge, Virginia Hot Springs, Richmond and Washington, October 19. Rate, \$65 from New York, \$63 from Philadelphia. Proportionate rates from other points.

For itineraries and further information apply to ticket agents, or address Geo. W. Boyd, assistant general passenger agent, Philadelphia.